



# **Motor Cycle Union of Ireland**

## **Code of Practice**

### **For Road Races**

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## FOREWORD

Motorcycle road racing enjoys considerable interest throughout Ireland with large numbers of spectators attending events, particularly the Northwest 200 and the Ulster Grand Prix. Road racing events take place on public roads that are 'closed' to the public on 'race days' and on 'practice days' under the provisions of the 'Road Races (Northern Ireland) Order 1986' in Northern Ireland and the 'Roads Act 1993' in the Republic of Ireland. Modern road racing motorcycles are capable of travelling at speeds in excess of 200 miles per hour with rapid rates of acceleration. The performance of the machines has increased significantly in recent years.

Although in other parts of the British Isles and beyond motorcycle 'road' racing is conducted on purpose built or modified 'circuits', a number of events are conducted on roads in Ireland attracting competitors and visitors from all over the world. The road race 'courses' in Ireland take place on roads normally used by private and commercial vehicles with much of the courses being bounded by the walls fronting residential and commercial properties, and by trees and hedgerows. There is also a considerable quantity of structures erected by the public utilities, and of street furniture to many parts of the respective courses.

The sport in Ireland is governed by the Motorcycle Union of Ireland (MCUI) which is affiliated to the Federation Internationale Motorcycliste (FIM).

Road racing events are organised by individual clubs (or Promoters) affiliated to the MCUI within the frameworks laid down by the parent organisation and its two component centres; the Ulster Centre (covering the 9 counties of Ulster) and the Southern Centre (covering the remaining counties of Ireland).

The Ulster Centre of the MCUI is a member of the "2&4 Wheel Motorsport Steering Group Ltd", which is an umbrella organisation for all 2 and 4 wheel motor sport disciplines within Northern Ireland. This relationship fosters the sharing of information and promotion of good practice between the respective disciplines and their key partners. It also represents the interests of 2 and 4 wheel motor sports in Northern Ireland at a strategic level, and to act as a lobby for such interests within public sector decision making.

Following the abandonment of the main race day at a number of high profile events, the Northern Ireland Assembly recognised the representations made by "2&4 Wheel Motorsport Steering Group Ltd" and their key partners concerning the vulnerability of road racing events being severely disrupted by the ill effects of the weather and other factors. The non-running of events has had a significant negative impact on the promoting club and the sport in general. 'Contingency days' have now been introduced in Northern Ireland through an amendment to the Road Races (NI) Order 1986, which will allow race organisers greater flexibility to re-schedule practice and race days.

The sport of motorcycle racing is managed by the MCUI on an entirely voluntary basis. The organisation and management, including medical cover, marshalling, and preparation of all events is undertaken by volunteers, as are the various functions of corporate governance.

In addition to obtaining permissions from the relevant civil authorities, Race Promoters must also obtain a Track Certificate from the MCUI. These certificates contain a number of terms and conditions many relating to the safety arrangements that must be in place at the Event and are based on 'General Competition Rules' that have been developed over a number of years by the MCUI.

Unfortunately despite the efforts to address safety there have been a number of serious accidents at road racing events. In 2000, a Taskforce chaired by Mr Ronnie Trouton (a member of the Sports Council for Northern Ireland with a considerable knowledge of motor sport) was convened by the MCUI and included representatives from the Ulster Centre, the Southern Centre and various government agencies to review the safety arrangements at events and made a number of recommendations.

Although the MCUI and Race Promoters had adopted a number of measures in an effort to both reduce the number of incidents and to reduce their impact, serious accidents continued to occur.

In January 2010, the Senior Coroner for Northern Ireland, Mr John L. Lecky, during his investigation into the road racing fatality of the rider John Donnan at an event in 2007 commented on his "real concerns in relation to the adequacy of safety precautions" at courses.

District Councils in Northern Ireland who have a health and safety enforcement role where a work activity is conducted on a premise had taken legal advice as to whether health and safety legislation at road racing events was applicable.

Following a number of fatalities at road racing events during Summer 2010, the Irish Sports Council convened a meeting with Sport Northern Ireland and the MCUI in November 2010.

It was decided that a Review Group chaired by Mr Ronnie Trouton (who had previously chaired the 2000 Taskforce referred to above) should be established to consider the progress made in the implementation of the recommendations of the 2000 Taskforce. This Review Group considered that the MCUI should develop a 'Code of Practice' regarding safety arrangements at motorcycle road racing events. It was proposed that officers with experience in health and safety practices who worked for Sport Northern Ireland would be made available to assist the MCUI in the development of this document.

The officers would work with the MCUI in drafting the chapters relating to a number of activities associated with the sport and then forward them to the MCUI. When agreed, the MCUI would consult with interested parties. Following the receipt of comments and further review, the MCUI would then ratify the chapter and include it in the Code of Practice. The contents of the Code of Practice would be reviewed at least annually and/or after a serious incident and be amended as appropriate.

It was recognised that there was very limited reference documentation available and that the activities were specialist in nature. Those working on the documents therefore had to consider the hazards posed, the evaluation of risk and as to how those risks could be best managed given the nature of the sport. Recommendations would then be made with regards to the procedures and practices adopted.

It was recognised that some of the recommendations should be integrated into the rules governing the sport including the General Competition Rules. Others should be included in the management procedures adopted at road racing events.

This document considers the various elements of motorcycle road racing and endeavours to establish the principles of safety that should be followed.

It is still considered that motorcycle road racing like equestrian sport, mountaineering, aquatic sport etc will present a significant risk to participants and to others. However if the contents of the Code of Practice are followed then the potential for an incident should be reduced and/or the impact of the incident would be attenuated.

# MCUI GOVERNANCE AND ORGANISATION OF ROAD RACING EVENTS

## Background

The Motor Cycle Union of Ireland (MCUI) was constituted in 1902 to foster the pastime of motorcycling and became the first Motor Cycle Union in the world. At that time, activities revolved around informal gatherings that did not involve the roads being 'closed' by the respective authorities and records were not kept.

The first 'modern day' road race in Ireland took place in 1921 at Temple in County Down, and the following year the first official 'road closure' was granted. This marked the beginning of a gradual but consistent growth in road racing events with normally 13 races (7 in Northern Ireland and 6 in Southern Ireland) now being held annually. Two of these meetings - the 'North West 200' and the 'Ulster Grand Prix' - are significant international events.

The international governing body for motorcycle sport, the 'Federation Internationale de Motorcyclisme' (F.I.M.) was established in 1904. National governing bodies, such as the MCUI, frame their own regulations based on FIM regulations.

However, all FIM published guidance since (INSERT YEAR) relates to purpose built 'circuits' and does not provide guidance regarding 'courses' comprising of public roadways generally used for ordinary traffic.

The MCUI make and administer rules to govern the sport in Ireland and promotes motorcycling in its different forms.

## MCUI Constitution

The 'MCUI Constitution' presently consists of the Motor Cycle Union of Ireland (Southern Centre) Limited (known as the 'Southern Centre'), the Motorcycle Union of Ireland (Ulster Centre) Limited (known as the 'Ulster Centre') and the Motor Cycle Racing Association (Ireland) Limited (MRA).

The jurisdiction of the Southern Centre covers the provinces of Leinster, Munster and Connaught and that of the Ulster Centre and MRA the province of Ulster. The Southern Centre governs all motorcycle disciplines including Road Racing, Short Circuits, Trials, Moto Cross and Enduros. The Ulster Centre governs Road Racing, Short Circuits and Trials and the MRA controls Motocross and Enduros (within Ulster).

There are approximately 63 Motorcycle Clubs affiliated to the MCUI (26 clubs are affiliated to the Ulster Centre and 37 clubs are affiliated to the Southern Centre).

Road Racing Events are promoted and organised by affiliated clubs also known as 'Promoters' within the frameworks laid down by the MCUI and its two component Centres.

Each Centre elects an equal number of delegates onto the various 'Sporting Commissions' representing the various forms of motorcycle racing. The 'Road Race Commission' is empowered to:

- Organise and schedule dates for Irish and International competition events;
- Consider and amend Road Racing rules and regulations;
- Investigate matters relating to the safety of events including the investigation of serious accidents; and
- To appoint members to attend or represent the MCUI at FIM (Europe).

Significant matters agreed at Commission level require approval at the joint 'Inter Centre Conference' (Ulster Centre and Southern Centre) of the MCUI. The decision by a Conference is final and binding on the Centres and shall, unless directed by the Conference, be effective immediately.

## Governance and Organisation of Sporting Events

The F.I.M. is the authority that controls international motorcycling activities throughout the world, and is the supreme International Tribunal for the settlement of disputes arising therefrom.

The MCUI is an affiliated member of the FIM and is recognised as a ‘National Motorcycling Federation’ representing Ireland at FIM (Europe).

In general conformity with the ‘International Sporting Code of the FIM’, the MCUI has its ‘General Competition Rules’ (GCR) so that powers may be exercised in a fair and equitable manner.

All members of a club, affiliated to the MCUI must comply with the GCR as must any person licensed to participate in any competition governed by the GCR; they must also comply with and/or conform to the rules of the MCUI, or the GCR.

‘Standing Regulations’ are supplementary to the GCR, drawn up by the MCUI for the purpose of regulating a specific discipline of motorcycle sport.

‘Supplementary Regulations’ are additional to the GCR and Standing Regulations. They are drawn up by the Promoter of a competition and approved by the authority (the MCUI or its constituent Centre for National events and the MCUI in consultation with the FIM for International events) granting the ‘Permit’ (a documentary authority to organise and hold one or more competitions), for the purpose of regulating the details of a competition event.

An event or a ‘meeting’ consists of a number of races and the races are for various classes of motorcycle which are often dependent on the cubic capacity of the machine.

The MCUI approve the calendar for international and national competition events at their annual ‘Inter Centre Conference’. Promoters for these competition events must still apply for a Permit.

The use of any public road used for a competition event is subject to the approval of the authority issuing the Permit (as above) and is dependent on the outcome of a road course inspection conducted by the MCUI. If the course comprising of public roads are suitable, a ‘Track Certificate’ is issued by the MCUI.

However, the MCUI cannot permit the promotion of a competition event on a public road without the necessary legal permissions having been sought by the Promoter from the appropriate public authorities.

### **Legal Permission for Closing Roads in Ireland**

Roads which are legally closed by a Promoter have the effect of suspending all ‘Road Traffic’ legislation. The Promoter and the officials nominated by the Promoter have powers to remove any person from the ‘course’ and direct the flow of vehicular and pedestrian traffic throughout the course. The process for obtaining legal permission for closing roads in Ireland is dependent on the jurisdiction of the Event.

#### Northern Ireland

In Northern Ireland, the ‘Road Races (Northern Ireland) Order 1986’ is the primary piece of legislation enabling a Promoter to legally close a public road for a Road Racing Event.

Under this legislation, a Promoter of any motor sport event has up until 31<sup>st</sup> March each year to submit a written application for a ‘Road Closing Order’ (RCO) to the ‘Department for Regional Development’ (DRD). As the governing department responsible for roads, the DRD are limited under the 1986 Order to enacting a maximum of 10 RCOs’ in any calendar year.

The Ulster Centre of the MCUI is a member of the “2&4 Wheel Motorsport Steering Group Ltd”, which is an umbrella organisation for all 2 and 4 wheel motor sport disciplines within Northern Ireland. This Steering Group has established an agreement to share the 10 RCOs amongst their members, of which the Ulster Centre regularly apply for 7 RCOs.

In order to make an application, a Promoter is obliged to submit the following to DRD:

- An event safety plan – see *Chapter X – Event Safety Plan*,
- A traffic management plan for the event and
- Evidence that appropriate insurance and indemnities will be in place for the event.

DRD will consult with the Chief Constable of the Police Service of Northern Ireland (PSNI) on matters relating to the control of vehicular and pedestrian traffic before, during and after the proposed race event. The PSNI may prescribe certain conditions to ensure safety before the DRD pass the application to the Northern Ireland Executive for decreeing the required legislation for the Event. Once a RCO comes into force, the Promoter is legally required to ensure appropriate public road information notices are published in the local press during each of the 2 weeks preceding the date of the event.

A RCO effectively authorises the Promoter to use a specified list of roads necessary for the event at specified times i.e. practice and race days.

The 1986 Order limits a Promoter to using a road for not more than 3 days in a calendar year. Hence practice and race days are restricted to 3 specified dates. However, the 'Road Races (Amendment) Act (Northern Ireland) 2013 amends the 1986 Order which allows race organisers to make an application for greater flexibility to re-schedule specified practice or race days if deemed to be necessary e.g. unfavourable weather is expected to jeopardise the event. The 'Road Races (Amendment) Act (Northern Ireland) 2013' provides for up to two "contingency days" to be specified in a 'RCO' authorising the use of roads in connection with road races and for the substitution of a contingency day for a day specified in such an Order.

### Republic of Ireland

In the Republic of Ireland, the 'Road Traffic Act 1993' is the primary piece of legislation enabling a Promoter to legally close a public road for a Road Race Event.

A Promoter must submit an application for a 'Temporary Road Closure' (TRC) to the Roads Transportation Unit (RTU) at the local Council with at least one month's notice prior to the Event. The Council initiate a public consultation process and consult with the Garda Síochána on an assessment of risks to 'General Public Safety', 'Crowd Safety' and 'General Road Safety'.

In contrast to NI, the Irish Government do not set a limit on the number of TRCs permitted by a Council RTU within a calendar year as any restriction on the number of events will normally depend on local circumstances.

TRC applications generally require submission of the following information:

- An event safety management plan– see *Chapter X – Event Safety Plan*,
- A traffic management plan for the event and
- Evidence that appropriate insurance and indemnities will be in place for the event.

Upon receipt of an application, the Council begin a minimum 7 day period of public consultation by advertising an 'Intention to Close Roads Notice' in the local newspaper on behalf of the applicant. Any objections are made to the Council RTU.

Any objections, concerns or observations arising from the consultative period are brought to the attention of the applicant who may be required to present additional information to the RTU in order to redress these matters.

If the RTU consider it appropriate to approve the TRC, the Council will publish a 'Closure Notice' in the local newspaper at least 7 days before the Event, informing the public that the Council is proceeding with the road closure at the times on the dates specified in the public notice.

The Council has the following options when determining the acceptability of a TRC application:

- Prohibit the holding of a race (outright) by advertisement
- Prohibit unless specified conditions/restrictions or requirements are complied with/met
- Impose specified conditions, restrictions or requirements which must be complied with/met

The applicant is obliged to agree with the Council that the Promoter reimburses the Council for any costs it incurs or for repairing any damaged caused. Any breach of the above conditions can result in the Council withdrawing a TRC.

## Road Racing Events

Every year the MCUI organises road racing events between the months of April and September. The Promoter of a road racing event held under the governance of the MCUI will normally stage a number of competitions at a ‘meeting’ on public roads which have been closed to the general public for the duration of the Event. Each competition consists of one practice session before the race. Practice sessions are generally run on a separate day to races.

Once the roads are closed, the officials selected by the Promoter, control the movement of traffic and spectators around the course before and after a race; as well as regulate the conduct of the competitors on the course during the continuance of a race.

Motorcycle road racing events can present many risks to the safety of competitors, officials, spectators and to the general public. It is therefore important that a Promoter carefully plans for and manages their event. It is also important in terms of safety that the MCUI, as the governing body for the sport, subject a Promoter’s event safety management strategies to a robust system of examination and only authorise events to proceed once appropriate levels of safety can be assured.

## Responsibilities

The primary responsibility for ensuring the safety of competitors, officials, spectators and the general public at events rests with the (Race) Promoter.

The Promoter should aim to plan effectively for safety by identifying, eliminating and controlling hazards and risks and their exposure to people. Other chapters in this ‘Code of Practice’ give specific advice and guidance in their subject area. It is therefore necessary for a Promoter to have an appreciation of the information contained in all chapters to be able to plan effectively.

The MCUI have a responsibility to ensure that all road racing events under its jurisdiction are promoted in a safe manner. The MCUI also have a responsibility as the governing body for the sport to actively pursue developments in the standards of safety at road racing events.

The MCUI should ensure that events organised under their governance are properly resourced with regards to event safety arrangements. They therefore should develop a suitable system for properly assessing the event safety management strategies and ensuring they are suitable for the effective and efficient delivery of the resources identified.

## Implementation

In accordance with the ‘FIM Sporting Code’, a Promoter must obtain a documentary authority, known as a ‘Permit’ (see earlier section – ‘Governance and Organisation of Sporting Events’).

To ensure the continuing validity of the Permit up until and throughout the duration of the Event, the Promoter must ensure the following:

- The place and date for the Event has been approved by the MCUI and is included in the ‘MCUI Calendar of Events’ (and the FIM Yearbook for International events).
- The course has been inspected and approved by the MCUI.
- The officials selected by the Promoter to direct and control the event are approved by the MCUI.
- The rules and regulations issued by the Promoter for the purpose of governing the organisation of the Event and its competitions meet the approval of the MCUI.
- An ‘Event Safety Plan’; which adheres to the requirements of *Chapter X – Event Safety Plan*, has been submitted to the MCUI.
- A road closing authorisation has been granted by the relevant civil authority and the Promoter/Event Management Team is adhering to its terms and conditions.

## **Place and Date for Competition Events**

The MCUI or its respective Centre must determine the allocation of dates to Promoters wishing to plan for a competition event. The MCUI must avoid allocating dates for road racing events in the 'MCUI Calendar of Events' which are identical, too close to one another or could otherwise have a negative impact on safety.

The MCUI should publish the details relating to a Promoter's proposed place and date for a meeting in its "Yearbook" and on its website(s).

## **Course Inspection**

The route to be followed in a competition, as proposed by the Promoter, must be inspected by a duly appointed panel, known as the Road Inspection Committee (RIC) (see below), to determine whether the course is in a fit state on which to hold competitions.

The general condition as to the safety of the public, the suitability of the course and paddock, the number of starters permitted, and any other such requirements as are deemed necessary by this 'Code of Practice' must be within the terms and references of the RIC.

The RIC shall issue a 'Track Certificate' setting out the conditions under which the competitions may be organised over the course. A copy of this certificate must be made available to the authority issuing the Permit and to the Promoter.

## **Appointment of Officials to the Road Inspection Committee**

The MCUI should appoint officials to the RIC to provide expert advice to their organisation on course safety arrangements in order to minimise the operating hazards, the likelihood of accidents and the severity of accidents occurring.

The RIC should consist of at least 5 Officials each of whom should have suitable qualification(s) in and/or suitable knowledge and experience in road course safety, and be familiar with the practices followed at motorcycle road racing events in Ireland and with FIM best practice regarding course safety arrangements at motorcycle competition events internationally.

The MCUI (or the respective Centre) should consult with the RIC on all matters that could impact on the safety of the public, competitors, officials, event personnel, spectators, at a motorcycle road racing event.

The RIC Committee should:

- provide assistance to the Promoter before the Track Certificate is issued,
- review the Track Certificate following any incidents that occur at a road racing event and report their recommendations to the MCUI or their respective Centre,
- monitor 'best practice' in safety at motorcycle racing events and consider its relevance to the incidents which occur at road racing events,
- compile a list(s) of RIC Officials that would be suitable and available to inspect a course and the safety arrangements proposed by a Promoter for a motorcycle road racing event.

The RIC Committee should meet periodically and at least twice per year, where the RIC Officials should report any significant findings to the Committee and vice versa. The Committee should report to the MCUI on any significant issues or findings as and when appropriate.

## Officials

The direction and control of meetings, as well as the judicial procedure, are the responsibility of certain officials whose duties are either ‘supervisory’ or ‘executive’.

Supervisory Officials are ‘Stewards (Jury) of the Meeting’, appointed by the MCUI for each event and are responsible for ensuring proper observance with this Code of Practice, the GCR, the Standing Regulations and the Supplementary Regulations put in place by the Promoter. For international events, they must also ensure adherence to the International Sporting Code of the FIM. There must be at least three Stewards present during the Event.

Stewards have no responsibility for the organisation of the event but have emergency powers to postpone the start of a competition, modify the arrangements for the course or the paddock area, stop a race prematurely or cancel the whole or part of an event for urgent reasons of safety.

The Stewards prepare a report of the matters arising during an event and any remarks or any recommendations they may have as to future events. This report is submitted to the authority granting the Permit.

Executive Officials are any officials responsible for carrying out the detailed organisation of an individual event and are appointed by the Promoter following approval by the MCUI. The person in control of an individual event is the ‘Clerk of the Course’.

The Clerk of the Course (CoC) may also be known as the ‘Secretary of the Meeting’ and may have various assistants. The CoC is responsible to the Stewards of the Meeting and the Promoter for the proper management of the Event and the direction and control of all executive officials necessary for ensuring compliance with this Code of Practice and MCUI rules and regulations.

The CoC is also responsible for reporting as and when appropriate on matters of compliance to the Promoter and the Stewards of the Meeting.

The following officials are also in charge of different safety related functions at an event:

- Event Director and Management Team – see *Chapter X – Event Safety Plan*
- Chief Medical Officer (CMO) – see *Chapter X – Medical Arrangements for Road Racing Events*
- Chief Scrutineer and Scrutineers – see *Chapter X – Scutineering*
- Chief Flag Marshall and Flag Marshalls – see *Chapter X – Course Assessment*
- Chief Marshall and Marshalls – see *Chapter X – Course Assessment*
- Senior Incident Investigation Officer and Incident Investigation Officers – see *Chapter X – Incident Investigation*

In accordance with the FIM Sporting Code, the MCUI must maintain an up to date file of its officials. In the case of an international competition, the MCUI should consult with the FIM with regards to the requirement for and validity of ‘FIM International Official Licences’.

## Qualification of Officials

The MCUI should nominate candidates whose aptitude and integrity for the position can be fully justified. MCUI approval for officials selected by the Promoter should only be given after the candidates have proved to be competent according to the special requirements for each discipline. The respective Committees and Panels should organise seminars which are compulsory for certain officials.

Officials selected by the Promoter should remain specific to the roles and responsibilities advocated by the MCUI and may not be a rider, a rider’s assistant or team member, manufacturer’s representative or sponsor participating in the meeting.

When on duty at motorcycle road racing events, any official must be a holder of the appropriate Official’s Licence which must be valid for the current year.

## Event Rules and Regulations

The Promoter must draw up rules and regulations for the purpose of regulating the details of a competition.

These rules and regulations, termed as the ‘Supplementary Regulations’ (see earlier section – ‘Governance and Organisation of Sporting Events’) must be approved by the authority granting the Permit (the MCUI or its constituent Centre for National events and the MCUI in consultation with the FIM for International events) and must include the following information together with any other information which the Promoter may wish to convey to entrants or competitors:

- Name of Promoter(s).
- Name and title of competition(s).
- Name of authority issuing the Permit, and ‘Permit Number’.
- Stewards of the meeting and appointing authority.
- ‘Clerk of the Course’ and their ‘Licence Number’.
- ‘Secretary of the Meeting’, with official address.
- Date and Venue of the competition(s).
- Statement that the competition(s) is (are) “*Held under the ‘MCUI Code of Practice for Road Races’, the ‘General Competition Rules’ and the ‘Standing Regulations of the MCUI’*”. In the case of an ‘International’ competition, the words must be “*Held under the International Sporting Code of the F.I.M, the ‘MCUI Code of Practice for Road Races’, the ‘General Competition Rules’ and the ‘Standing Regulations of the MCUI’*”.
- Type of competition - Road Race.
- Persons eligible to compete – see *Chapter X – Rider Safety*.
- Types of motorcycle eligible to compete – see *Chapter X – Scrutineering(1) Machine Safety*.
- Date and time of closing of entry list.
- Maximum and minimum number of entries acceptable.
- Right of refusal of entry.
- Time limit for riders finishing after the winner.
- Statement regarding the issue and wearing of identity discs.
- Statement as to the type of insurance put in place by the Promoter for competitors – Insurance must be dependent on a valid ‘Permit’ being in place for the Event.

Other information relating to the particulars of the competition including awards, address to which entries are to be sent, amount of entry fee and other charges, should also be included.

In relation to the ‘Course’, the following particulars must be stated in the Supplementary Regulations or the ‘final instructions’ issued to competitors (*see Chapter X – Race Day Procedures*).

- Length of course (the distance in kilometres).
- Nature of course (i.e. roads closed to the public roads under a Road Closing Order or a Temporary Road Closure), and the direction of racing (clockwise or anti-clockwise).
- Method of warming up (i.e. the use of tyre warming equipment prior to the commencement of a ‘warm-up lap’).
- Method of starting will be the “Clutch Start” – the motorcycle, with the engine running, remains in a stationary position until the order to start is given.
- Order of starting – each rider or group of riders, starts in succession from a designated position behind the starting line and in such numbers and at such intervals as may have been laid down in the ‘Track Certificate’.
- Maximum number of starters permitted – see *Chapter X – Paddock, Grid and Pit Areas*.
- Method of practising – see *Chapter X – Rider Safety*.
- Method of rider rescue – see *Chapter X – Medical Arrangements for Road Racing Events*.
- Arrangements for refuelling, if any – see *Chapter X – Paddock, Grid and Pit Areas*.

# Paddock Pit and Grid Areas

## Introduction

Motorcycle road racing involves competitors/riders and their attendants preparing their motorcycles in a 'Paddock Area' prior to a race. When called for racing and having been issued with a 'Starting Permit' by the Promoting Club, competitors take their motorcycles to the 'Grid Area' (the 'Dummy Grid' and the 'Starting Grid') for pre-race assembly. Attendants will proceed to the 'Pit Area' and/or the 'Signalling Area' (an area adjacent to the course where attendants can signal race information to their respective riders – see *Motorcycle Union of Ireland Code of Practice for Road Races – Course Assessment*) prior to the race commencing. During a race, competitors may resort to the Pit Area and gain assistance from their attendants. Although minor adjustments and repairs are serviced by their attendants in the Pit Area, major mechanical repairs will often necessitate a return to the Paddock Area and result in the end of a rider's practice session or race.

The Paddock Area is an enclosed area of land, used for the duration of a road race event by the competitors (and their attendants) to park their motorcycle(s), store ancillary equipment beside their machine(s) and carry out any necessary pre-race adjustments or repairs to their motorcycle(s).

The Paddock Area is also used as a location for sleeping accommodation for some competitors and their attendants, for mobile catering units/vehicles and for trade stands. There will also be a 'Scrutineering Area' and an 'Incident Holding Area' located within the Paddock Area.

There may be a range of vehicles in the Paddock Area during practice and race days e.g. the competitor's motorcycles and their transporters, motorhomes, campervans and caravans, trading vehicles supplying parts and spares for motorcycles and mobile catering units.

At many events, spectators have traditionally been allowed to access the Paddock Area where they circulate, talk to competitors and view their motorcycles.

The Grid Area is the area to which competitors are called prior to a race. It is split into two parts, the 'Dummy Grid' and the 'Starting Grid'. Competitors will initially move from the Paddock Area to the Dummy Grid, where their Starting Permits will be inspected and collected by race officials. They will then proceed and take up their position on the Starting Grid for the race course where they will come under "starter's orders" before commencing the race. The Dummy Grid may be located on the course behind the Starting Grid, or in an adjoining trackside enclosure some distance back from the Starting Grid. Officials including Scrutineers will oversee arrangements and carry out final inspections prior to a race.

The Pit Area is also located at a position close to the Starting Grid. The Pit Area is a dynamic area where riders on the course come into "pit" for adjustments to be made to their motorcycles by their respective attendants. The Pit Area comprises of the 'Pit Lane' that is used by riders leaving and re-joining the race course, the 'Working Area' where riders stop to have adjustments executed by their respective attendants and the area where the attendants and their equipment are located. The Pit Area is characterised by the movements and activities listed below:

- Riders arriving and leaving at speed via the 'Pit Lane'
- The proximity of attendants carrying out adjustments to motorcycles in the 'Working Area' alongside the Pit Lane to other riders and their motorcycles moving at speed in the Pit Lane
- Attendants accessing the Working Area from the area where they and their equipment are located during the race which is generally behind the Working Area and on the opposing side to the Pit Lane.
- The use of equipment
- The supervisory presence of race officials

Riders who retire from a race may often avail of the Pit Area to park their machine until the race finishes.

With a range of activities taking place and the potential for vehicular/pedestrian contact and vehicle/vehicle contact, it is therefore important that careful planning and consideration is given to the location and management of the Paddock, Grid and Pit Areas, and that suitable arrangements be put in place to ensure the safety of competitors, officials and spectators.

## Responsibilities

The primary responsibility for ensuring the safety of competitors, officials and spectators in the Paddock, Grid and Pit Areas rests with the (Race) Promoter.

The Promoter should identify suitable locations for the Paddock, Grid and Pit Areas and ensure that suitable procedures and rules are implemented to provide an appropriate level of safety. The Promoter should therefore appoint an appropriate number of competent officials to manage these respective areas accordingly.

The Promoter has a responsibility to ensure that there are appropriate arrangements for communicating with competitors and their attendants, officials, traders and spectators in relation to matters of safety.

The MCUI is responsible as the governing body for the sport and as the organisation that issues Track Certificates for MCUI events to ensure that the Promoter has made suitable arrangements to address safety in the Paddock, Grid and Pit Areas and to ensure that these arrangements are in place and are implemented during the Event.

Officials appointed by the Promoter to manage the Paddock, Grid and Pit Areas have a responsibility to implement the procedures detailed by the Promoter for their respective areas, to monitor their respective areas, and to advise the Promoter (or the Clerk of the Course) of any breaches of the operational practices, or any significant risks to safety and the actions that would be required to minimise the risks.

Competitors and their attendants have a responsibility to adhere to the procedures developed by the Promoter for the Paddock, Grid and Pit Areas. Competitors are responsible for the actions of their attendants unless the competitor is contracted to a professional 'Race Team', in which case the Race Team is responsible for the actions of their attendants. Other persons permitted access to the respective areas by the Promoter; including media personnel and sponsors, have a responsibility to adhere to the procedures and rules developed by the Promoter to ensure safety.

## **Implementation**

### **Paddock Area**

The Promoter must identify and secure an area of land of suitable location, terrain and size to be used as the Paddock Area, and then should develop an appropriate layout for the facility, including circulation arrangements. Management arrangements should then be developed to complement the physical arrangements.

#### Location

The location of the Paddock Area must be in a suitable position to facilitate safe access to and egress from the Grid Areas and from the Pit Area.

There should be suitable access and egress arrangements to and from the Paddock Area for persons who may resort to the area including:

- Competitors, their vehicles and attendants, and their equipment,
- Traders and their vehicles,
- Officials such as Scrutineers,
- Media personnel,
- Sponsors,
- Spectators,
- The Emergency Services.

Where possible, the location should be accessible to services such as 'mains' electricity, water supplies and drainage for wastewater and sewage. Where these services are not available, suitable temporary provision should be made accordingly.

#### Terrain

The Paddock surface should be reasonably level, should have suitable arrangements to facilitate the drainage of water in the event of heavy rainfall, and be of appropriate load bearing capacity to facilitate the movement of vehicles, and support the vehicles and equipment which will be located in the area. Paddock surfaces should be free draining.

#### Size

The size of the Paddock must have sufficient capacity to hold the following:

- The Competitor Area

The spatial arrangements for this area must be commensurate with the maximum number of race entries (competitors) accepted for the Event. Entries are likely to comprise of individual competitors ('privateers') and professional race teams of competitors.

Many privateers are likely to have limited resources and will only require a limited space to set up their 'base' from which to make adjustments to their motorcycle. This is in contrast to a professional race team with greater

financial support and may often arrive with premium on-site workshop facilities catered by an extensive support crew of attendants that require a larger area. Hence it is important that these spatial issues are considered when determining the size of the Competitor Area(s) for the Paddock Area.

## The Trading Area

The spatial arrangements for this area must be commensurate with the number and size of the trading units and other facilities to be located on site. Units may include stalls, trailers and their towing vehicles, tents and marquees.

Some units may use bottled gas and will require a safe separation distance that must be considered.

- The Scrutineering Area

This area will require appropriate space to enable the Scrutineers to suitably examine the machines (see *Motorcycle Union of Ireland Code of Practice for Road Races – Scrutineering(1) and Scrutineering (2)*). The Chief Scrutineer should be consulted regarding the size and layout of the facility.

- The Incident Holding Area

This area will require sufficient space for the storage and examination of machines involved in incidents (see *Motorcycle Union of Ireland Code of Practice for Road Races – Incident Investigation*). The Incident Officer should be consulted regarding the size and layout of the facility.

- Outdoor Cooking/Barbequing Area(s) (if provided)

The spatial arrangements for this area must be commensurate with the number of competitors (and their attendants) requiring to use the area at any given time. These areas should be suitably located and away from combustible materials and in areas which are readily accessible to appropriate refuse facilities, designated 'Fire Points' and emergency exits.

- Designated Smoking Area(s)

These areas should be suitably located away from combustible materials.

Appropriate space must also be provided for the following where necessary:

- Hospitality and Entertainment facilities such as marquees (if provided)
- Media facilities
- Lighting towers or similar pieces of equipment
- Electricity generators (if provided)
- Water supply station(s) (if provided)
- Toilet facilities
- First Aid facilities
- Designated refuse/waste collection points
- Designated 'Fire Points'

A pre-determined 'overflow' area should be left vacant so that in the event of unforeseen circumstances, risks arising from overcrowding within the Paddock Area and the potential for circulation routes (see below) to become congested or obstructed can be addressed.

## Layout

The Promoter should determine the layout of the various areas within the Paddock. The layout of the Paddock Area will be determined by the requirements of the competitors, traders, etc, and by the circulation arrangements (see below). The Paddock Area should be properly secured to prevent unauthorised access but have sufficient openings to facilitate entrancing, exiting and emergency exiting (see below). Appropriate locations outside of the Paddock Area should be identified for emergency assembly points.

### Circulation Arrangements

There should be suitable circulation routes through the Paddock Area to safely facilitate:

- Competitors (and their motorcycles) making their way to the Dummy Grid Area prior to a race,
- Competitors (and their motorcycles) returning to their 'base' within the Competitor Area from the race course (or Pit Area) after a race,
- Access to and egress from the Scrutineering Area for competitors (and their motorcycles),
- Access to the Incident Holding Area from the race course and/or the Pit Area for motorcycles involved in an accident
- Access to and egress from the Trading Area for service vehicles.
- Access to and egress from the Competitor Area for spectators, sponsors and media wishing to view the motorcycles and speak to the riders (at times stated by the Promoter)
- Access to and egress from all areas within the Paddock Area by an emergency vehicle.

### MCUI Approval

Having identified a Paddock Area which is suitable regarding its location, terrain, size, layout and circulation arrangements, the Promoter should detail this information on a 'Paddock Area Plan' and submit it to the MCUI in order to obtain a Track Certificate. The MCUI should assess the proposals, request additional information as appropriate and apply any terms and conditions they consider appropriate in their granting of the Track Certificate.

### Paddock Procedures

The Promoter should appoint a Paddock Manager of suitable competence to assist them with managing the Paddock (Area) on their behalf.

The Promoter or Paddock Manager should ensure that the Paddock is set up in accordance with the Paddock Area Plan. Any deviation from the Paddock Area Plan must remain within the terms and conditions of the Track Certificate; otherwise the Promoter must seek prior approval from the MCUI.

Suitable procedures should be devised for managing the following:

- Directing competitors (privateers and race teams) to their designated area within the Paddock
- Directing traders to their designated area within the Paddock.

Appropriate management procedures should be in place to minimise the risk of collisions at all times. All service vehicles should be required to vacate the Paddock by a time stated by the Promoter prior to the commencement of practice and race day events. This time will generally be before the roads are officially closed for the Event.

- Arrangements for the storing and handling of petrol (see Appendix 1)
- Arrangements for the storing and use of Liquid Petroleum Gas (bottled gas cylinders) (see Appendix 2)
- The commissioning and use of electrical systems and the use of electrical appliances connected to these systems (see Appendix 3).

The "mains" electricity outlets and/or generators which are provided for the Event, including any associated circuits, must be safe, properly protected and appropriately certified by a competent person. Suitable arrangements should be in place for authorising competitors, traders and any other person before they connect up to electrical systems provided by the Promoter.

- The prohibition of outdoor cooking and barbequing (unless carried out at a designated area (see above) and appropriate safety information has been communicated to all users)
- The provision of water supplies and toilet facilities
- The prohibition of motorcycles being driven through the Paddock (unless suitable circulation routes are in place to segregate moving motorcycles (and other vehicles) from pedestrians)
- The prohibition of smoking throughout the Paddock (other than in designated smoking areas)
- The control of spectators, sponsors, media etc entering and exiting the Paddock
- The provision of entertainment, food and beverages, including the sale and distribution of alcohol; these arrangements should be conducted in accordance with statutory requirements.
- The provision of Fire Safety arrangements
- The provision of First Aid arrangements

The procedures and rules to be adopted should be conveyed to the officials, the competitors and their attendants, traders and to other persons as appropriate.

Suitable arrangements should be in place to ensure that Paddock rules and procedures are followed.

During the Event, the Paddock Manager should ensure that the above procedures are followed, and monitor and report as and when appropriate on the implementation of these procedures to the Promoter or the Clerk of the Course.

## **Grid Area**

### ***Dummy Grid***

The Promoter must identify an area of land of suitable location, terrain and size to be used as the Dummy Grid, and then should develop an appropriate layout for the facility. Management arrangements should then be developed to complement the physical arrangements.

### Location

The Dummy Grid should be located in a suitable position to facilitate safe access to and egress from the Paddock Area, and the Starting Grid.

There should be suitable access and egress arrangements to and from the Dummy Grid for authorised persons resorting to this area including:

- Competitors (and their motorcycles)
- Attendants (and their equipment)
- Officials such as Scrutineers
- The Emergency Services

### Terrain

The Dummy Grid surface should be reasonably level, should have suitable arrangements to facilitate the drainage of water in the event of heavy rainfall, and have an appropriate surface which will not deteriorate with the movement of competitors and their motorcycles, and attendants and their equipment.

### Size

The size of the Dummy Grid should be commensurate with the number of competitors starting in a given practice session or race, and should be large enough to enable officials to undertake their duties safely and in an efficient and effective manner. The Chief Scrutineer should be consulted regarding the size and layout of the facility.

### Layout

The Promoter should determine the layout of the Dummy Grid. The layout of the Dummy Grid will be determined by the requirements of the competitors (and their attendants), officials such as the Chief Scrutineer and the arrangements for the refuelling of motorcycles (see below).

The Dummy Grid should be properly secured to prevent unauthorised access but have sufficient openings to facilitate entrancing, exiting and emergency exiting.

#### MCUI Approval

Having identified an area for the Dummy Grid which is suitable regarding its location, terrain and size, the Promoter should detail this information on a 'Dummy Grid Area Plan' and submit it to the MCUI in order to obtain a Track Certificate. The MCUI, should assess the proposals, request any additional information as appropriate and apply any terms and conditions they consider appropriate in the granting of the Track Certificate.

#### Dummy Grid Procedures

The Promoter should appoint a competent person(s) to manage the Dummy Grid (Area) (who may be the same person(s) appointed for managing the Starting Grid).

The Promoter or the appointed person(s) should ensure that the Dummy Grid is set up in accordance with the Dummy Grid Area Plan. Any deviation from the Dummy Grid Area Plan must remain within the terms and conditions of the Track Certificate; otherwise the Promoter must seek prior approval from the MCUI.

Suitable procedures should be devised for managing the following:

- Access to and egress from the Dummy Grid by competitors and their motorcycles, their attendants and their equipment
- The 'forming up' of competitors in preparation for proceeding onto the Starting Grid
- The transport and use of equipment such as tyre warmers and portable electrical power generators
- Fire Safety arrangements
- First Aid arrangements

The refuelling of motorcycles in the Dummy Grid Area should only be permitted by the Promoter in circumstances where the Clerk of the Course has issued a 'Red Flag' during a practice session, and refuelling is being allowed prior to the resumption of racing.

However the refuelling of motorcycles in the Dummy Grid Area must not be permitted unless the following arrangements are in place:

- An appropriately sized exclusion zone can be secured within the Dummy Grid Area for the sole use of refuelling motorcycles (see Appendix 1)
- Competitors and their attendants are restricted to a limited quantity of petrol which is commensurate to a practice session supply.
- All petrol is transported to and from the Dummy Grid in approved, clearly marked and closed containers (see Appendix 1)
- Proper procedures are adopted by the competitors and their attendants when decanting petrol from containers into motorcycle fuel tanks and any spillages are properly cleaned up in accordance with these procedures (see Appendix 1)
- Fire Safety arrangements are in place

During the Event, the person(s) appointed to manage the Dummy Grid should ensure that the above procedures are followed, and monitor and report as and when appropriate on the implementation of these procedures to the Promoter or the Clerk of the Course.

#### ***Starting Grid***

The Promoter must identify an area of land of suitable location, terrain and size to be used as the Starting Grid, and then should develop an appropriate layout and formation for the Starting Grid. Management arrangements should then be developed to complement the physical arrangements.

### Location

The Starting Grid must be situated on a straight (section of road) and the starting line must also be located at an appropriate distance from the first curve on the road racing course. The length of the straight and the distance between the starting line and the first curve should be commensurate with the distances specified in the provisions of Article 029.2.3 as contained in the 'FIM Standards for Road Racing Circuits (SRRC) 2014'. Reference should be made to the contents of the 'FIM Standards for Road Racing Circuits (SRRC) 2014' and where the respective distances are shorter, a written rationale should be provided to support the lesser figure(s).

The Starting Grid should be located in a suitable position to facilitate safe access from the Dummy Grid for competitors and their motorcycles.

There should be suitable access and egress arrangements to and from the Starting Grid for authorised persons resorting to this area including:

- Attendants (and their equipment)
- Officials such as Scrutineers
- Sponsors
- Media
- The Emergency Services

### Terrain

The Starting Grid surface should be appropriate and of similar composition to other parts of the race course.

### Size

The size of the Starting Grid should be commensurate with the maximum number of competitors starting on a road course (see below), and should be large enough to enable attendants, officials, sponsors and media personnel to undertake their duties safely and in an efficient and effective manner prior to the commencement of racing.

### Layout

The Promoter should determine the layout of the Starting Grid. The layout of the Starting Grid will be determined by the requirements of the competitors, officials, sponsors and the media.

The Starting Grid should be properly secured to prevent unauthorised access but have sufficient openings to facilitate entrancing, exiting and emergency exiting.

### Starting Grid Formation

The maximum number of competitors starting on a road course should be limited and the number based on one rider for every 1 metre of the width of the course at its narrowest point, multiplied by one rider for every 1 kilometre of the length of the course. The calculation for determining the maximum number of starters should be commensurate to the provisions of Article 029.10 as contained in the 'FIM Standards for Road Racing Circuits (SRRC) 2014'. Reference should be made to the contents of the 'FIM Standards for Road Racing Circuits (SRRC) 2014' and where the respective number of starters are greater, a written rationale should be provided to support the greater figure.

If group starts (see paragraph below) are to be used, the maximum percentage increase in the number of starters should be commensurate to the number of groups starting and the time differential between the respective groups. Where group starts are to be used and the number of starters is increased, a written rationale should be provided to support the greater figure.

The position taken up by competitors on the Starting Grid will generally be based on their qualifying times achieved during the pre-race practice sessions.

The Starting Grid is generally divided into a number of groups (often based on the riders pre-race qualifying times) to facilitate a sequence of starts at pre-determined timed intervals for a given race. An appropriate time interval should be afforded between groups and should be based on the number of groups and the average lap time for the course. A written rationale should be provided to support the time interval between each group.

The front row of the first group is located on the starting line of the race course. The number of riders per row will depend on the minimum track width available taking into consideration a standard column width for a motorcycle. The calculation for determining the maximum number of riders per row should be commensurate to the provisions of Article 029.7.7 as contained in the 'FIM Standards for Road Racing Circuits (SRRC) 2014' which specifies the standard column width for a solo machine. Reference should be made to the contents of the 'FIM Standards for Road Racing Circuits (SRRC) 2014' and where the respective number of riders per row is greater, a written rationale should be provided to support the greater figure.

Additional rows will be positioned sequentially in staggered and slanted echelons behind the front row. An appropriate distance of road space should be left free in front of each rider in the preceding row. The distance of free road space in front of each rider for each row should be commensurate with the minimum distance specified in the provisions of Article 029.7.7 as contained in the 'FIM Standards for Road Racing Circuits (SRRC) 2014'. Where the distance of road space available for each row is less, a written rationale must be provided in support of the lesser figure.

The Starting Grid formation must be appropriately marked out on the road surface in accordance with the Track Certificate issued by the MCUI. If group starts are to be used, the number of positions in each group will be limited as detailed in the 'Track Certificate'.

#### MCUI Approval

Having identified a Starting Grid which is suitable regarding its location, terrain, size, layout and grid formation, the Promoter should detail this information on a 'Starting Grid Area Plan', and submit it to the MCUI in order to obtain a Track Certificate. The MCUI should assess the proposals, request additional information as appropriate and apply any terms and conditions they consider appropriate in the granting of the Track Certificate. The following conditions should be referenced in the Track Certificate issued to the Promoter:

- The positioning of the Starting Grid,
- The number of groups on the Starting Grid,
- The location of the starting positions in each group,
- The number of starting positions in each group
- The distance between each group and
- The time differential between each group

#### Starting Grid Procedures

The Promoter should appoint a competent person(s) to manage the Starting Grid (who may be the same person(s) appointed for managing the Dummy Grid).

The Promoter or the appointed person(s) should ensure that the Starting Grid is set up in accordance with the Starting Grid Area Plan. Any deviation from the Starting Grid Area Plan must remain within the terms and conditions of the Track Certificate; otherwise the Promoter must seek prior approval from the MCUI.

Arrangements should be in place to ensure that the number of persons authorised to access the Starting Grid Area are limited and should only include:

- Competitors (and their motorcycles)
- Attendants (and their equipment)
- Officials such as Scrutineers
- Sponsors (only at times permissible by the Promoter and/or the Clerk of the Course) and
- Media personnel (only at times permissible by the Promoter and/or the Clerk of the Course)

Suitable procedures should be in place to ensure that;

- The starting position of the competitors in each group on the Starting Grid is designated to them by the timekeepers; the position will normally be in accordance with the respective qualifying times of the riders
- All persons other than competitors are removed from the Starting Grid prior to the commencement of a race
- There are appropriate race signalling arrangements to alert all competitors in each group that the race is about to start
- All groups start at the appropriate times and from the correct locations

At the start of the race the front group will commence racing, with the other groups commencing in sequence at set intervals. The finishing time for each rider is adjusted at the end of the race to resolve any time loss due to the time differential between the respective groups.

- In the event of an accident occurring after a group of riders have been signalled to commence a practice session or race, the next group of riders in the following section are only allowed to commence when it is safe to do so
- There are suitable Fire Safety arrangements in place
- There are suitable First Aid arrangements in place

The Promoter or the appointed person(s) must convey the arrangements for the Starting Grid to the competitors (and their attendants), sponsors and media personnel as appropriate.

During the Event, the person(s) appointed to manage the Starting Grid should ensure that the above procedures are followed, and monitor and report as and when appropriate on the implementation of these procedures to the Promoter or the Clerk of the Course.

## **Pit Area**

The Promoter must identify an area of land of suitable location, terrain and size to be used as the Pit Area, and then should develop an appropriate layout for the facility. Management arrangements should then be developed to complement the physical arrangements.

### Location

The location of the Pit Area must be in a suitable position, with the Pit Lane running adjacent to and connected at each end to the race course. The location must provide riders with safe access to and egress from the race course. The location must also afford the Pit Area with appropriate protection from the race course.

There should be suitable access and egress arrangements to and from the Pit Area for authorised persons resorting to this area including:

- Attendants (and their equipment)
- Officials such as Scrutineers
- The Emergency Services

### Terrain

The surfaces to the Pit Lane and the Working Area should be appropriate for competition and/or of similar composition to other parts of the race course.

The surface to the area where the attendants and their equipment are located should be reasonably level, should have suitable arrangements to facilitate the drainage of water in the event of heavy rainfall, and be of appropriate load bearing capacity to facilitate the movement of vehicles, and support the vehicles and equipment which will be located in the area. The surface should be free draining.

### Size

The spatial arrangements for the Pit Area must be commensurate to the number of competitors competing in a given practice session or race and their requirements in order to 'pit in' during a practice session or race.

The Working Area locations in front of the area where attendants and their equipment are located should be afforded clear and defined separation from one another and from the Pit Lane in order to minimise the risk of rider collisions.

The size of the Working Area should be commensurate to the number of attendants (and their equipment) permitted to carry out adjustments to a rider's motorcycle during a given practice session or race.

The Working Area should be large enough to enable attendants and officials to undertake their duties safely and in an efficient and effective manner. The Chief Scrutineer should be consulted regarding the size of the Working Area.

### Layout

The Pit Area should be of an appropriate layout to facilitate the following:

- The provision of appropriate sightlines at the race course entrance to and exit from the Pit Area to enable a rider to safely enter and leave the area via the Pit Lane

- The provision of speed calming /reducing measures
- The provision of appropriate separation and segregation arrangements to afford attendants and officials with appropriate protection from motorcycles moving within the Pit Lane.

The Pit Area should be capable of being secured against unauthorised access but have sufficient openings to facilitate entrancing, exiting and emergency exiting.

#### MCUI Approval

Having identified a Pit Area which is suitable regarding its location, terrain, size and layout, the Promoter should detail this information on a 'Pit Area Plan' and submit it to the MCUI in order to obtain a Track Certificate. The MCUI should assess the proposals, request additional information as appropriate and apply any terms and conditions they consider appropriate in the granting of the Track Certificate.

#### Pit Procedures

The Promoter should appoint a 'Pit Manager' of suitable competence to manage the Pit Area on behalf of the Promoter. The Promoter or Pit Manager should ensure that the Pit Area is set up in accordance with the Pit Area Plan. Any deviation from the Pit Area Plan must remain within the terms and conditions of the Track Certificate; otherwise the Promoter must seek prior approval from the MCUI.

The Pit Manager should inform the Promoter and/or the Clerk of the Course when the safety arrangements for the Pit Area are in place prior to a practice session or a race commencing.

Access to the Pit Area must only be given to persons authorised by the Promoter and/or the Clerk of the Course.

The maximum permitted speed at which motorcycles travel along the Pit Lane should be determined having considered the location of the Pit Area on the race course and the terrain, size and layout of the Pit Lane. There should be suitable arrangements to regulate the speed of competitors as they enter, travel along and leave the Pit Lane.

Overtaking within the Pit Lane must be prohibited.

Officials should wear distinguishable apparel or "high viz" tabards in the Pit Area.

The number of attendants per competitor allowed in the working area in front of the pits should be restricted. These numbers should be contained in the terms and conditions of the Track Certificate.

Attendants must only be allowed to access the Working Area immediately before they are required to work on a motorcycle and must withdraw from the Working Area as soon as their work is complete.

Attendants and officials should not turn their backs on oncoming motorcycles.

A Scrutineer should only enter a Working Area when it is necessary to closely observe the adjustments being made to a motorcycle. A Scrutineer should withdraw from the Working Area as soon as possible.

The activities undertaken by attendants and the equipment used within the Working Area in front of the pit should be restricted to what is appropriate for areas where petrol leakage is likely to be present due to mechanical and/or impact damage sustained by motorcycles. Suitable cleansing arrangements should be in place in the event of fuel leakage from motorcycles. (See Appendix 1)

The refuelling of motorcycles in the Pit Area must be prohibited

Arrangements should be in place to ensure the use of smoking materials and naked lights is prohibited throughout the Pit Area.

Arrangements should be in place to ensure electrical equipment used by attendants is suitably protected for outdoor use and is suitable for use in environments where there is a risk of fuel leakage or spillage.

The Promoter should ensure that all electrical supplies used in the Pit Area and the associated circuits are safe, properly protected and appropriately certified by a competent person.

Suitable arrangements must be in place to ensure competitors and their motorcycles can return to the Paddock Area from the Pit Area in a safe manner following their retirement from a race.

During the Event, the Pit Manager should ensure that the above procedures are followed, and monitor and report as and when appropriate on the implementation of these procedures to the Promoter or the Clerk of the Course.

### **Paddock, Grid and Pit Areas**

#### **Appendix 1 – Safe Storage and Handling of Petrol (Petroleum)**

The following guidance notes should be considered prior to putting in place arrangements for the storing and handling of petrol.

## Ulster Centre

Topic Page: Storing petrol safely (Health and Safety Executive)

<http://www.hse.gov.uk/fireandexplosion/petroleum.htm>

Petroleum (Consolidation) Regulations 2014: Introduction of new Petroleum Regulations (Health and Safety Executive)

<http://www.hse.gov.uk/fireandexplosion/petroleum-regulations-2014.pdf>

Dispensing petrol as a fuel: Health and safety guidance for employees *INDG216* (Health and Safety Executive)

<http://www.hse.gov.uk/pubns/indg216.htm>

## Southern Centre

Petrol Storage Information Note (Health and Safety Authority)

[http://www.hsa.ie/eng/Your\\_Industry/Petrol\\_Stations/Retail\\_and\\_Private\\_Petroleum\\_Stores\\_RPPS/Petrol\\_Storage\\_Information\\_Note.pdf](http://www.hsa.ie/eng/Your_Industry/Petrol_Stations/Retail_and_Private_Petroleum_Stores_RPPS/Petrol_Storage_Information_Note.pdf)

Information Note: Handling Petrol Safely (Health and Safety Authority)

[http://www.hsa.ie/eng/Your\\_Industry/Petrol\\_Stations/Retail\\_and\\_Private\\_Petroleum\\_Stores\\_RPPS/Information\\_Note\\_Storing\\_Petrol\\_Safely.pdf](http://www.hsa.ie/eng/Your_Industry/Petrol_Stations/Retail_and_Private_Petroleum_Stores_RPPS/Information_Note_Storing_Petrol_Safely.pdf)

## Paddock, Grid and Pit areas

### Appendix 2– Safe Storage and Use of Liquid Petroleum Gas (LPG)

The following guidance notes should be considered prior to putting in place arrangements for the storing and use of Liquid Petroleum Gas (LPG).

## Ulster Centre

Topic Page: Liquid Petroleum Gas (LPG) (Health and Safety Executive) <http://www.hse.gov.uk/gas/lpg/index.htm>

Code of Practice 7 – Storage of Full and Empty LPG Cylinders and Cartridges 2004 (UKLPG)

<http://www.uklpg.org/shop/codes-of-practice>

Code of Practice 24 - Use of LPG cylinders Part 4:1999 Use of LPG for Catering at Outdoor Functions (UKLPG)

<http://www.uklpg.org/shop/codes-of-practice/>

## Southern Centre

Topic Page: Liquid Petroleum Gas (LPG) Storage (Health and Safety Authority)

[http://www.hsa.ie/eng/Topics/Liquid\\_Petroleum\\_Gas\\_LPG/](http://www.hsa.ie/eng/Topics/Liquid_Petroleum_Gas_LPG/)

I.S. 3213: Code of Practice for the Storage of LPG Cylinders and Cartridges 1987 AMD 2 1993 (National Standards Authority of Ireland)

<http://www.standards.ie/>

I.S. 820: Non-domestic gas installations 2010 (National Standards Authority of Ireland)

<http://www.standards.ie/>

## Paddock, Grid and Pit Areas

### Appendix 3 – The commissioning and use of electrical systems and the use of electrical appliances connected to these systems

The following guidance notes should be considered prior to putting in place arrangements for the commissioning and use of electrical systems and the use of electrical appliances connected to these systems.

## Ulster Centre

Topic Page: Electrical safety at work (Health and Safety Executive)  
<http://www.hse.gov.uk/electricity/>

BS 7909:2011 Code of practice for temporary electrical systems for entertainment and related purposes (British Standards Institute)  
<http://shop.bsigroup.com/>

### **Southern Centre**

Topic Page: Electrical Safety in the Workplace (Health and Safety Authority)  
<http://www.hsa.ie/eng/Topics/Electricity/>

Guide to the Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 3: Electricity (Health and Safety Authority)  
[http://www.hsa.ie/eng/Publications\\_and\\_Forms/Publications/Retail/Gen\\_Apps\\_Electricity.pdf](http://www.hsa.ie/eng/Publications_and_Forms/Publications/Retail/Gen_Apps_Electricity.pdf)

# RIDER SAFETY

## Introduction

Motor cycle road racing is recognised as a dangerous sport involving riders and their machines travelling at speed around roadways that are normally used by private and commercial vehicles. Although a number of safety measures are adopted for a race meeting there is always the potential for an accident to occur. Although an accident may involve a number of groups including spectators and officials, it is often the rider involved in an accident and his fellow competitors that are likely to sustain injury. This chapter will offer advice on procedures that should be adopted to minimise the risks associated with accidents on the circuit.

The potential for an accident is likely to be reduced by a adopting a number of measures including the design of the circuit, and ensuring that machines used are in a race worthy condition. The impact of an accident can be reduced by adopting a number of measures including the provision of protective barriers and by riders being required to wear protective clothing and equipment. These issues are considered in other chapters. This chapter will address the issue of rider's competencies and related matters.

## Responsibilities

The primary responsibility for ensuring the competency of a rider rests with the individual, however particularly as other riders and other persons may be affected in the event of an accident there is also a responsibility on the MCUI and on Race Promoters to ensure that all riders are competent to compete at an event. The MCUI should operate a licensing system whereby Race Promoters will not permit a rider to participate in an event who does not hold a license as issued by the MCUI confirming that they have been assessed, and are considered as being competent to compete in a given class of race.

The MCUI should develop and adopt a standard of competence that they should use to assess the suitability of riders and their ability to participate in a road race without presenting an unreasonable level of risk to themselves and to others. This should involve liaising with other organisations involved with motorcycle sport and endeavouring to adopt 'best practice' in setting standards. The MCUI and race promoter should also identify and communicate procedures that should not be used by riders at a race meeting.

## Procedures

### 'Newcomers'

The MCUI should ensure that all 'new comers' are able to demonstrate that they are competent to participate in a road race.

The MCUI should implement a system for the training of, and assessing of the competency of 'new comers'. The training and assessment should involve observation at other motor cycling disciplines and seminar style learning.

Upon considering the record of competency the MCUI should issue a road racing license authorising each 'newcomer' to compete in stated categories of road races as they deem appropriate.

'Newcomers' deemed not to have attained the appropriate competencies should be advised of the determination in writing and offered the opportunity to avail of further experience prior to a re assessment.

### Licence Holders applying to participate at a Higher Level

The MCUI should ensure that all riders are able to demonstrate that they are competent to participate in a given category of road racing.

The MCUI should implement a system for assessing of the competency of riders who apply to compete in a higher category of road race. Assessors with the appropriate knowledge and experience should be appointed and authorised to assess the competencies of these individuals. The assessment should involve observation at road racing events.

The assessors should notify the MCUI of the names of applicants that they consider as having the competencies to compete in a higher category of road race. A recommendation should also be made regarding the categories of race it is considered that each applicant has attained the competencies to compete in.

Upon considering the notifications from the assessors the MCUI should issue a revised road racing license authorising each new applicant to compete in stated categories of road races as they deem appropriate.

Applicants deemed not to have attained the appropriate competencies should be advised of the determination in writing and offered the opportunity to avail of further experience prior to a re assessment.

## **Monitoring of Riders**

The MCUI should ensure that all riders are able to demonstrate that they are competent to participate in a given category of road race.

The MCUI should develop and publish a set of standards that riders must adhere to and practices that are considered appropriate for competing in a road race.

The MCUI should implement a system for assessing the competency of riders who compete in road racing events. Assessors with the appropriate knowledge and experience should be appointed and authorised to assess the competence of riders. The assessment should involve observations made at road racing events with the performance of participants should be referenced against standards set by the MCUI.

The MCUI and Race Promoters should appoint officials to monitor each event. The officials should provide a report on their findings and forward it to the Clerk of the Course / stewards after the meeting. The Clerk of the Course should forward the observations of the officials with regard to any riders considered by the officials to have breached the standards as set by the appropriate Centre and the MCUI.

Officials should also carry out an investigation into any significant accident on the circuit during a race, or as the result of any complaints made to them regarding the riding of an individual. They should prepare a report and forward their findings to the Clerk of the Course. The Clerk of the Course should include any comments that he may wish to make and forward the report to the stewards, the Centre and the MCUI.

Riders deemed to have been in breach of the General Competition Rules and the Standing Regulations should be made subject to disciplinary proceedings within the MCUI.

## **Familiarisation with the Circuit**

A briefing session should be organised prior to a Race Meeting by the Race Promoters. The briefing should be delivered by a nominee of or the Clerk of the Course. This person should be deemed to be competent by the Clerk of the Course to deliver the briefing, and they should have a sound knowledge of road racing and should be familiar with the circuit. The content of the briefing should include information on the layout of the course, highlight any changes in the circuit from previous years, identify any particular items of concern such as speed management features or accident 'black spots' and the obedience of flag signals.

All riders intending to compete at the event should have been in attendance at the briefing meeting.

The Clerk of Course should obtain confirmation prior to the start of each race, that all riders participating in the race have been present at the briefing meeting. Riders who cannot provide evidence of attending the briefing should not be permitted to participate at the meeting.

The Race Promoter should also make suitable arrangements to transport all 'newcomers' intending to compete at a meeting around the circuit, and provide them with information regarding the circuit and hazards that are particular to the circuit. The Clerk of the Course should appoint a person they deem to be competent to deliver the briefing, and who they consider to have a sound knowledge of road racing and be familiar with the circuit. This person should record the attendance of all riders who receive the briefing as they are transported around the circuit.

All 'newcomers' intending to compete at the event for the first time should have been in attendance on the 'newcomers' circuit briefing.

The Clerk of Course should obtain confirmation prior to the start of each race, that all 'newcomers' participating in the race have been present on the briefing circuit. Riders who cannot provide evidence of attending the briefing should not be permitted to participate at the meeting.

## **Participation in Practice Laps**

All riders who intend to compete at a race meeting should be required to participate in a minimum of 5 laps prior to the race.

The Race Promoter should appoint a representative to make a record of the names of the riders who have participated in the required number of practice laps during official practice sessions and forward the record to him prior to start of each race. Riders who have not completed the required number of laps should not be permitted to participate in a given race.

## **Participation in 'Warm up' Laps**

All riders who intend to compete in a race should be required to participate in a minimum of 1 'warm up' lap prior to the race.

The Clerk of the Course should nominate a representative to make a record of the names of the riders who have participated in the required number of 'warm up' laps prior to a race. Riders who have not completed the required number of 'warm up' laps should not be permitted to participate in the race.

### **Arrangements re Alcohol Abuse**

The MCUI having consulted with experts should establish criteria relating to the levels of alcohol present in the body of riders at any time during a race meeting. They should also establish a system and procedures for testing riders at a race meeting.

Race Promoters should ensure that arrangements are in place to test riders in accordance with MCUI procedures. All riders must if required provide a breath sample if requested to do so in accordance with the MCUI procedures at any time during a race meeting or a practice session.

The MCUI should endeavour to test a minimum of 25% of the riders and officials who intend to participate at a race meeting.

Riders who refuse to be tested in accordance with MCUI procedures, or who are found to have a level of alcohol in their body that is higher than that permitted by the MCUI should be excluded from any remaining races at that meeting, and should be subject to MCUI disciplinary procedures.

### **Arrangements re Substance Abuse**

The MCUI having consulted with the Irish Sports Council should establish criteria relating to the levels of specified substances permitted in the bodies of riders at any time during a race meeting. They should also in consultation with the Irish Sports Council establish a system and procedures for testing riders at a race meeting.

Riders should be required to provide a urine sample in accordance with the Irish Sports Council procedures at any time during a race meeting or a practice session if requested to do so by an official authorised by the Irish Sports Council.

Race Promoters should facilitate the requirements of the Irish Sports Council Drug Testing Unit at a race meeting.

Riders who refuse to be tested in accordance with the procedures of the Irish Sports Council, should be excluded from any remaining races at that meeting, and should be subject to MCUI disciplinary procedures.

Riders who are found to have levels of specified substances in excess of the criteria in their blood should be subject to the disciplinary procedures of the MCUI and of the Irish Sports Council.

# SCRUTINEERING (1)

## MACHINE SAFETY

### Introduction

Motorcycle road racing involves riders and their machines travelling at various speeds for extended periods, and using the braking systems, gearing and steering components to negotiate bends. The motor cycles that are used by the competitors should be of good design and construction, and in proper working order, and free from mechanical faults that may contribute to an accident. It is therefore important that there is a robust system in place to ensure that each machine used at an event is in good repair and is not in a condition that is likely to present a risk to the rider, other riders, officials or spectators.

### Responsibilities

The primary responsibility for ensuring that a motor cycle used in a road race is free from mechanical defect that could contribute to an accident on the course rests with the rider. The rider also will be responsible for the actions of any persons engaged by him to maintain and prepare the machine for competition.

Riders who provide inaccurate or misleading information should be made subject to disciplinary proceedings within the MCUI.

The MCUI and Race Promoters have a responsibility to develop and implement a system to assess the race worthiness of machines used at events.

### Implementation

#### Declaration By Rider

Riders should be required to sign a document prior to competing at a road racing event stating that having consulted with their mechanics (where applicable), they are aware/ unaware of any mechanical defect(s) to any of the machines that they may use at the race meeting. If they are aware of a mechanical defect(s) these should be listed on the document. Riders should also state that if they or their mechanics become aware of a mechanical defect to their machine during the event particularly following modifications prior to racing, they will notify the Clerk of the Course or his nominated representative.

#### The Appointment of Scrutineers

The MCUI should consult with relevant organisations and develop a training program to provide personnel (scrutineers) with the skills and competencies to identify if a machine is race worthy and to identify visible defects to a machine that could contribute to an accident.

The MCUI should accredit persons (scrutineers) who have undertaken this training (see above) and who have attained an appropriate level of competence and expertise.

The accreditation should be valid for a finite period (identified by the MCUI) with personnel being required to undertake refresher training after an appropriate period. Supplementary training should also be provided should there be a significant change in the technology relating to the design, construction and maintenance of racing motor cycles, or if a design, construction or maintenance issue is associated with an accident, and this issue may impact on machines at other racing events.

Persons who have received their initial accreditation should be required to 'shadow' a more experienced scrutineer for a period of at least one year, and demonstrate to the MCUI that they can apply the training that they have received in a competent and consistent manner.

#### Role of Scrutineers at an Event

The Promoters of a motor cycle road racing event have a responsibility to ensure that there are robust procedures in place to identify any mechanical defects to the machines that will be used at the event. They should appoint an appropriate number of competent persons (scrutineers accredited by the MCUI) to inspect machines prior to the commencement of competition and monitor machines before each race.

Riders should be required as a condition of the rules of competition to permit persons authorised by the Race Promoter to examine each of the machines that they may use at the event, prior to the commencement of competition and if required before each race.

Scrutineers should inspect each machine presented to them by a participant. Following an inspection a document should be issued to the respective participant by the scrutineer confirming

- that they consider the machine to be in a race worthy condition at the time of inspection, and that they have not observed a defect that they consider would have the potential to contribute to an accident,
- or that they consider that the machine is not in a race worthy condition and/ or they have observed a defect that they consider could contribute to an accident.

In the event of a minor defect(s) to a machine being identified, the rider should be permitted to undertake repairs and to re-present their machine for inspection. The scrutineer should state the length of time permitted for the repairs to be completed before a re-inspection should take place. Should the scrutineer having re-inspected the machine now consider it to be in a race worthy condition

they should issue a document confirming this opinion. A system should be developed so that a document should note the defect(s) identified at the initial inspection and confirm that it has been properly addressed.

Riders should be required to present documentation to the Race Secretary or their representative prior to the commencement of competition confirming that each machine that they will use at the meeting has been inspected by a scrutineer on the day of competition, and has been found to be in a race worthy condition and without any defect(s) being identified that the scrutineer considers could contribute to an accident. The Race Secretary or their representatives will then issue a permit pass to each rider for each machine cleared to be in a race worthy condition (provided all other documentation is also present).

Grid Marshalls should observe all bikes on the 'dummy grid' and grid and ensure that each rider displays a permit to practice / race on his motorcycle. The Grid Marshall must inform the Clerk of Course if any rider has not displayed a permit pass on his motorcycle. The Clerk of the Course acting on behalf of the Race Promoter should not permit any machine to be used in a race unless he has been notified by the Grid Marshal that the rider has displayed a permit pass confirming that the machine has been inspected by a scrutineer that day, and was considered to be in a race worthy condition, and that there were no defects observed that had the potential to contribute to an accident.

Scrutineers authorised by the Race Promoter should view the machines on the 'dummy grid' and on the grid, in an effort to assess if any modifications made to a machine(s) have the potential to render the machine as not race worthy, or that there is a defect(s) that has the potential to contribute to an accident.

Any machine on the grid considered not being in a race worthy condition or where a defect(s) have been observed that the scrutineers consider as having the potential to contribute to an accident should be removed from the grid.

The Clerk of the Course should not permit a race to commence until he is advised by the Grid Marshals that they have completed their inspections of the machines on the grid.

Scrutineers / technical stewards (and / or Investigating Officer or Investigating Manager) should have the authority to inspect any machine involved in an accident as to assess if a defect to the machine contributed to the accident, and to provide a report to the Incident Official accordingly, provided that the machine is not required by the PSNI, or other statutory authority, as part of any investigation that they may conduct.

Riders involved in an accident who do not permit their machines to be inspected by a scrutineer (and / or technical steward, Investigation Officer or Investigation Manager) should be made subject to disciplinary proceedings within the MCUI.

# SCRUTINEERING (2)

## PROTECTIVE CLOTHING/ EQUIPMENT

### Introduction

Motor cycle road racing can result in accidents that can include riders and their machines colliding with other participants or with fixed objects on the circuit, or riders falling from their machines and skidding across the surface of the circuit and possibly colliding into a fixed object or their machine.

Although there are a number of measures adopted at motor cycle road racing events it is not possible to prevent such accidents occurring. It is therefore important that riders are wearing appropriate protective clothing/ equipment as to minimise any injuries that they may receive in the event of them being involved in an accident at a meeting.

### Responsibilities

The primary responsibility for ensuring that a rider / passenger is wearing appropriate protective clothing/ equipment rests with the individual participant(s). They should ensure that their protective clothing/ equipment is 'fit for purpose', is properly maintained, complies with the relevant standards/ regulations, and is properly utilised.

The MCUI and Race Promoters have a responsibility to develop and implement a system to assess the suitability of protective clothing/ equipment used by riders / passengers at events.

Information relating to approved design, specification and inspection procedures should be detailed in the General Competition Rules.

### Implementation

#### Declaration By Rider

By signing the race entry form riders are confirming that they have read and agree with the terms of the Standing Regulations and Supplementary Regulations which make reference to a rider's responsibility to ensure that all their protective clothing is fit for purpose and is free from damage or defect that would have a negative impact on its performance.

Riders should also state that if they become aware of any damage or defect to their protective clothing/ equipment during the event they will notify a scrutineer. The scrutineer should then inform the Clerk of Course.

Riders who provide inaccurate or misleading information/ or fail to disclose any relevant information, should be made subject to disciplinary proceedings within the MCUI.

The MCUI should require that every rider / passenger is equipped with and wears the following during each of the races at the meeting:

- a crash helmet of an approved design and specification,
- a set of 'racing leathers' of approved design and specification,
- a pair of gloves of approved design and specification,
- a pair of boots of approved design and specification (passengers are allowed to wear their own footwear).

Riders who use spectacles should ensure they are of an approved design and specification.

Riders / passengers should not be permitted to participate in a race unless they are wearing the above and the protective clothing / equipment has been inspected and approved by a scrutineer authorised by the MCUI, and the Race promoters.

### The Appointment of Scrutineers

The MCUI should consult with relevant organisations and develop a training program to provide personnel (scrutineers) with the skills and competencies to identify if protective clothing/ equipment used by a rider / passenger is 'fit for purpose', complies with recognised standards/ regulations, and is free from damage or defect that would have a negative impact on its performance/ protection afforded to a rider / passenger.

The MCUI should accredit persons (scrutineers) who have undertaken this training (see above) and who are considered to have attained an appropriate level of competence and expertise.

The accreditation should be valid for a finite period (identified by the MCUI) with personnel being required to undertake refresher training after an appropriate period. Supplementary training should also be provided should there be a significant change in the technology or the standards/ regulations relating to the use of protective clothing and equipment at motor cycle road racing events.

Persons who have received their initial accreditation should be required to 'shadow' a more experienced scrutineer for a period of at least one year, and demonstrate to the MCUI that they can apply the training that they have received in a competent and consistent manner.

### **The Role of Scrutineers at an Event**

The Promoters of a motor cycle road racing event have a responsibility to develop a system whereby there are robust procedures in place, to endeavour to ensure, that all riders wear protective clothing/ equipment at the event that will afford an appropriate level of protection to the rider in the event of an accident.

They should appoint an appropriate number of competent persons (scrutineers accredited by the MCUI) to inspect protective clothing/ equipment that will be used by riders, prior to the commencement of competition and before each race.

Riders should be required as a condition of the rules of competition to permit persons authorised by the Race Promoter to examine all protective clothing/ equipment that they may use at the event prior to the commencement of competition and before each race.

Scrutineers should inspect protective clothing/ equipment presented to them by a participant. Following an inspection a document should be issued to the participant by the scrutineer confirming that they have examined the protective clothing/ equipment and consider them to comply with the relevant standards/ regulations and will afford an appropriate level of protection to the rider in the event of an accident.

Riders should be required to present documentation to the Race Secretary prior to the commencement of competition confirming that each of their protective equipment that each item of protective clothing / equipment they will use at the meeting has been examined by a scrutineer on the day of competition, and has been found to comply with the relevant standards/ regulations and is considered to afford an appropriate level of protection to the rider in the event of an accident.

The Race Secretary or their representative acting on behalf of the Race Promoter should not permit any rider to participate in a race unless he is provided with a document confirming that their protective clothing/ equipment to be used has been inspected by a scrutineer that day, and was considered to comply with the relevant standards/ regulations and considered to afford an appropriate level of protection to the rider in the event of an accident.

Scrutineers authorised by the Race Promoter should be present at the 'dummy grid' and grid to view the protective clothing/ equipment worn by a random selection of riders, in an effort to ensure that all relevant protective clothing is to the appropriate standard.

Any rider wearing protective clothing/equipment on either the 'dummy grid' or on the grid identified as not being to the relevant standard, or having been damaged and in a condition considered not to afford an appropriate level of protection to the rider in the event of an accident, should not be permitted to continue to participate in the meeting until the scrutineers can confirm the issues has been properly addressed.

Scrutineers / technical stewards (and / or Investigating Officers or Investigating Manager) should have the authority to inspect the protective clothing/ equipment worn by a rider involved in an incident as to assess if any damage has occurred to their clothing / equipment that would compromise the level of protection to the rider in the event of an accident.

Riders involved in an accident who do not permit their protective clothing/ equipment to be inspected by a scrutineer (and / or technical steward, Investigating Officer or Investigating Manager) should be made subject to disciplinary proceedings within the MCUI.

# MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS

## Introduction

Road racing involves motor cycles travelling at high speeds, and, experience has demonstrated that accidents that occur can result in injuries of a very serious nature. It is therefore important that medical provisions at road racing events are of a high standard so that injured persons can obtain an appropriate level of immediate medical care after an incident.

## Responsibilities

The primary responsibility for ensuring that a suitable level of medical / first aid provision is provided at motorcycle road racing events rests with the Race Promoter. The Race Promoter must ensure that the medical arrangements stated within a 'track certificate' issued by the Motorcycle Union of Ireland (MCUI) are complied with in full.

The Race Promoter should therefore ensure that a proper assessment of medical/ first aid requirements for participants, officials and spectators is undertaken and resources are provided accordingly.

The MCUI have a responsibility to ensure that events organised under their governance are properly resourced with regard to medical / first aid arrangements. They therefore should develop a suitable system for properly assessing the medical / first aid requirements and ensure there are suitable procedures for the effective and efficient delivery of the resources identified. Medical / first aid arrangements must therefore be identified in the track certificate.

Competing riders have a responsibility to adhere to the 'fitness to compete' requirements implemented by the race promoter and which are set out in this Code of Practice. In particular, riders have a responsibility to only submit documentation which is a true and accurate reflection of their own medical fitness to compete in a race and to declare any injury or illness which may adversely impact on their ability to race in a safe manner.

## Delivery of Medical Resources

The MCUI should appoint a Medical Panel made up of Medical Officers to provide expert advice to the organisation on medical matters relating to motor cycle road racing events.

The Medical Officers should be doctors that have dual registration to enable them to practice both in Northern Ireland and in the Republic of Ireland; otherwise each Centre should appoint a Medical Officer(s) authorised to practice in their respective jurisdiction.

Medical Officers should be doctor(s) with suitable qualification(s) in and/ or suitable experience in emergency care, and be familiar with the practices followed at motor cycle road racing events in Ireland and with 'Federation Internationale de Motocyclisme' (FIM) best practice regarding medical arrangements at motor cycling events internationally.

The MCUI (or the respective Centres) should consult with the Medical Panel and Medical Officers on all matters that could impact on the medical wellbeing of competitors, officials and spectators at motor cycle road racing events.

The MCUI (or the respective Centres) acting on the professional advice of the Medical Officers should appoint a Medical Panel(s) of healthcare professionals to provide them with advice on medical arrangements at motor cycle road racing events. This panel(s) should consist of at least 5 persons each of whom should have a recognised qualification in a relevant health care profession, and have an interest, knowledge and experience in motor cycle road racing.

The Medical Panel should;

- appoint a Chief Medical Officer for an event and provide advice and support to the Chief Medical Officer,
- review the actions taken with regard to the medical response to any incidents that occur at a road racing event and report their findings to the Chief Medical Officer/Officer(s),
- monitor 'best practice' in emergency treatment and care and consider its relevance to the injuries associated with road racing events,
- compile a list(s) of health care professionals that would be suitable and available to work at motor cycle road racing events.

The Panel should meet periodically and at least twice per year, where the Medical Officers should report any significant findings to the Panel and vice versa. The Panel will report to the MCUI on any significant issues or findings which are relevant.

### **Assessing Medical Provision for a Road Racing Event**

The Promoters of a Road Racing Event should contact the Medical Panel when arrangements are being developed for that Event. Representatives from the Medical Panel along with a representative of the Roads Inspection Committee and a representative of the Promoter should determine the medical provision required for the Event. This would include the operational arrangements for the medical team and their equipment.

The medical resources should then be agreed by the Medical Panel having considered the views of the other representatives.

Separate medical provision for competitors and officials, and for spectators, may not be reasonably practicable due to the length of the course and the associated logistics, and the distribution of spectators varying in density along the course. Thus medical provision at a road race should cover riders and officials, and spectators.

Factors to be considered in determining the medical provision required for an Event should include:

- The length and layout of the course,
- Access arrangements to all areas of the course and in particular the use of ‘internal roads’ at the larger courses,
- The distance to the nearest hospital(s),
- The medical facilities available at the nearest hospital(s),
- The history and location of incidents at previous events held on the course,
- The number of competitors participating in the Event,
- The numbers of spectators likely to be present at the Event,
- The distribution of spectators around the course.

The extent of Medical Provision should be set at two levels:

- The ‘Operational Level’ – this is the level that should be provided at the commencement of the Event, and is set on the assumption that some of these resources are likely to leave the site during the event for example an ambulance and some personnel may be required to transport and accompany an injured rider to hospital.
- The ‘Minimum Level’ – this is the minimum provision at the Event that must be present at any given time, including times when some of the resources have left the site to transport an injured person to hospital (*see Appendix 1 for further information on ‘Minimum Medical Requirements for Events’*)

A depletion of resources from the operational level is reasonable and readily accepted, provided it does not drop below the minimum level.

The level of provision should include:

- Number of Doctors (including their qualifications and experience),
- Number of Nurses (including their qualifications and experience),
- Number of Paramedics (NI)/ Advanced Paramedics (ROI),
- Number of Emergency Medical Technicians (NI)/ Paramedics (ROI),
- Number and location of ambulances,
- The number of ‘First Aid’ personnel,
- The type and quantity of equipment, and
- Number and location of medical and first aid ground posts.

The respective levels of provision should be stated on the ‘Track Certificate’ as issued by the Roads Inspection Committee along with a map of the course indicating the location of medical personnel and equipment.

A procedure to be followed in the event of an injured rider is included as an appendix to this Chapter (*see Appendix 2*).

The MCUI should adopt the definitions of Medical Equipment and Medical Personnel as per the current FIM Medical Code.

### **Medical Arrangements at an Event**

The Medical Panel should appoint a Chief Medical Officer for each Event. The Chief Medical Officer should be a doctor with appropriate skills and competencies to oversee the medical arrangements for the Event and who is registered to practice in that jurisdiction. He should liaise with the Clerk of the Course and notify him when he is satisfied that the agreed medical arrangements are in place at the Event.

The MCUI should appoint a First Aid Liaison Officer and deputies for each Centre. The First Aid Liaison Officers should ensure that sufficient resources are provided to ensure compliance with the 'Track Certificate' at each Event. The First Aid Liaison Officers should communicate with the Chief Medical Officer before and during the Event, and keep the Chief Medical Officer informed of any significant issues relating to the level of medical provision.

Should on-site medical or first aid provision not be attained or the on-site provision drops below the minimum level, the Chief Medical Officer (or their nominee) must inform the Clerk of the Course immediately. The Clerk of the Course and the MCUI Stewards must ensure that racing does not commence, or is suspended forthwith, and is not permitted to resume until he is notified by the Chief Medical Officer (or their nominee) that the minimum level of provision is achieved.

The Chief Medical Officer (or their nominee) should provide a report of the significant medical issues relating to the Event including information on any significant incidents and the medical issues to the Medical Panel, the MCUI Stewards and the Race Promoter.

The Chief Medical Officer may review and make immediate amendments to the medical plan in the event of an incident requiring significant medical resources for the treatment and transportation of a casualty (casualties) to hospital. The Chief Medical Officer (or their nominee) must then communicate the amended medical plan to the Clerk of the Course, MCUI Stewards and Race Promoter accordingly.

### **Fitness to Compete**

Race Promoters should ensure that riders provide confirmation that they are fit to participate at motor cycle road racing events. This confirmation will require that riders undergo a medical assessment by their own General Practitioner or a Medical Practitioner with access to their full medical record, prior to the commencement of each competitive season. They should provide the results of the medical examination in a suitable document (*see Appendix 3*) to the MCUI prior to an Event. This document must state the Medical Practitioner's opinion with regard to the individual's medical fitness to compete in a motorcycle road racing event, and comments regarding any circumstances or symptoms that could alter this opinion. The Medical Practitioner can refer the rider to the MCUI Medical Panel or their nominated doctors for final assessment in cases of uncertainty and in turn the MCUI panel or doctors can request specialist advice or opinion.

The MCUI in consultation with the Medical Panel will develop a pro-forma document designed to capture the relevant information to confirm the fitness of the individual. The Medical Practitioner should use this document in accordance with the examination; however he may choose to provide the information in an alternative format.

Race Promoters should also ensure that participants complete a document(s) (*see Appendix 4 and 4a*) prior to each Road Racing Event stating that they have/ have not been subject to an injury or illness, or have sought medical attention

- since their pre-season medical examination,
- or the last race that they competed in during the current racing season,
- or that they had been injured since the last race in which they competed,

that could impact on their fitness to compete.

Participants who declare that they have suffered an injury or illness, or have sought medical attention must be referred by the Race Secretary (or their nominee) to the Chief Medical Officer and will be required to undergo an examination by the Chief Medical Officer (or his/ her nominated representative) as to determine the suitability of the individual to participate.

Individuals who following a medical examination are deemed unsuitable to compete should not be permitted to participate at the given Event and should be required to surrender their 'MCUI Competition Licence' forthwith to the 'MCUI Competition Licence Registrar'. Those individuals should be required to be examined again by their own General Practitioner or a Medical Practitioner with access to their relevant medical record, and documentation confirming their fitness to compete must be produced prior to regaining their MCUI Competition Licence and participation in any future Event.

Individuals who fail to disclose any illness or injury which could impair their ability to participate at road racing events or who have sought significant medical attention or who provide inaccurate information regarding their fitness to compete should be subject to appropriate sanctions as determined by the MCUI.

Participants who are involved in an accident or similar incident during a road racing event (including practice) may be required to undergo a medical examination by the Chief Medical Officer for the Event (or his/ her nominated representative) as to determine the suitability of that individuals fitness to continue their participation at the Event. A suitable document should be provided for the Chief Medical Officer to complete (*see Appendix 5*).

In the event of a rider becoming injured at a racing event, the Chief Medical Officer and First Aid Liaison Officer must compile a list of such riders and must forward this list to the Medical Panel and to the Chief Medical Officer for the next event(s) in the MCUI calendar of road racing events. The Chief Medical Officer at any subsequent events will initiate such procedures as necessary to determine the fitness of these riders to compete at future racing events. Unfit riders will be prohibited from participating at racing events until declared fit to do so by the Chief Medical Officer (or a person nominated by him/her).

A rider may be required to undergo a special medical examination by a Chief Medical Officer for any reason. Any rider who refuses to submit himself/herself to such a special medical examination must be excluded from the event and should be subject to appropriate sanctions as determined by the MCUI.

### **Communication Arrangements for Medical Personnel at an Event**

The Race Promoter and the Chief Medical Officer should ensure that good communication arrangements are provided for use by medical personnel at a road racing event. The arrangements should include providing good communication between members of the medical team located throughout the course, and between medical personnel and the race officials. A dedicated radio channel should be provided for use by medical personnel.

Communication arrangements can either be provided by an external organisation with the relevant competence and expertise or by the provision of short wave radios to all key medical personnel.

All radio communications should be directed through the 'Control Point' (*see Motorcycle Union of Ireland Code of Practice for Road Races – Communications*) and all significant messages should be recorded.

It is essential that there is good network coverage to encompass the total area of the site and that appropriate devices are used to ensure all messages are heard e.g. ear pieces. Staff using communication equipment must be familiar with its use and the procedures for effective communication.

### **Transportation Arrangements for Medical Personnel at an Event**

The Race Promoter and the Chief Medical Officer should ensure that suitable modes of transportation are provided for use by medical personnel at a road racing event.

## **MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS**

### **Appendix 1: Minimum Medical Requirements for Events**

The medical resources at an Event comprising of equipment, vehicles and personnel must be organised in such a way and in sufficient number to ensure that an injured rider can be provided with appropriate and all necessary emergency treatment with the minimum of delay and to facilitate their rapid transfer to definitive medical care in a hospital with the necessary facilities to deal with their injuries or illness should this be required.

These medical resources can be set at two levels;

- The 'Operational Level' – this is the level that should be provided at the commencement of the Event, and is set on the assumption that some of these resources are likely to leave the site during the event for example an ambulance and some personnel may be required to transport and accompany an injured rider to hospital.
- the 'Minimum Level', which is the minimum medical provision at the Event that **MUST** be present at any given time, including times when some of the resources have vacated the site to transfer an injured person to hospital.

A depletion of resources from the operational level is reasonable and readily accepted, provided it does not drop below the minimum level.

The Chief Medical Officer will therefore determine the number, location and type of vehicles, helicopter, equipment and personnel that are required to achieve this for a specific event taking into consideration the course and event location.

A doctor or doctors must be available to provide initial medical intervention directly or following initial assessment and treatment by the paramedic teams.

In all cases the medical equipment and personnel must be capable of providing treatment for both serious and minor injuries in optimal conditions and with consideration for climatic conditions.

Sufficient medical resources should be provided throughout the course to enable the treatment and transportation of a casualty to hospital whilst attaining the minimum level of medical provisions to enable the racing programme to continue.

## MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS

### **Appendix 2: Procedure to be followed in the event of a rider becoming injured during a competition event**

The management of an injured rider is under the control of the Chief Medical Officer (CMO). The following procedure should be adopted:

If a fallen rider is injured, the CMO must be informed by radio immediately so that further procedures can be initiated. The CMO should be readily available and in direct contact with the Clerk of the Course.

It is the responsibility of the CMO and the First Aid Liaison Officer to advise the Clerk of the Course of incidents where access to a fallen rider(s) necessitates the despatch of a medical vehicle to the scene of an accident via the race course. The Clerk of the Course is responsible for authorising entry onto or response via the course in a safe manner.

Response codes to determine the urgency and type of medical response to an injured rider should be used. Such response codes are alphanumeric abbreviations that allow the rapid communication of information regarding the condition of an injured rider and thus the medical response required.

It is recognised that such a system has been in use at motorcycle road racing events in Ireland and is very effective having been developed over many years. However an example based upon the FIM Medical Code which can be amended for use locally if required is included below;

#### **Response Codes are:**

##### **Code 0 No medical intervention required**

Confirmation by radio to CMO that no medical intervention required  
Rider gets up unassisted

##### **Code 1 Short Rescue / Minor Injury**

Confirmation by radio to CMO that:  
Rider able to walk with assistance  
Rider will be cleared from track in less than 1 lap

##### **Code 2 Long Rescue / Intermediate Injury**

Confirmation by radio to CMO that the rider requires medical intervention during racing  
Rider will be cleared from track in less than 2 laps

##### **Code 3 Prolonged Rescue(s) / Serious Injury**

Confirmation by radio to CMO that the rider(s) is (are) seriously injured  
Rescue will take longer than 3 laps  
Medical intervention required on track  
Medical Vehicles will be deployed to support the trackside medical teams in which case the rider(s) should not be moved or transferred until the arrival of the medical vehicles

#### **Onward transfer**

The injured rider will be transferred directly to hospital in accordance with their condition. The Chief Medical Officer shall decide the time and method of transfer. At the discretion of the Chief Medical Officer a rider may be transferred to hospital directly from the course.

The vehicle used to transfer the rider must be on scene of the accident with minimum delay following the order to intervene.

#### **Resumption of the Event**

The Clerk of the Course and the MCUI Stewards must ensure that racing does not commence, or is suspended forthwith, and is not permitted to resume until he/she is notified by the CMO that the minimum level of medical provision is achieved.

## MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS

### Appendix 3: Example Medical Examination Form

(To be completed by a doctor with access to the applicant rider's full medical record)

#### Rider Personal Data:

**Surname:** \_\_\_\_\_ **First name:** \_\_\_\_\_ **Date of Birth** \_\_\_\_\_  
**Address:** \_\_\_\_\_

**Sex:**      **Male** \_\_\_\_\_ **Female** \_\_\_\_\_ **MCUI No:** \_\_\_\_\_

Normal

Abnormal

Details (if abnormal)

**Cardio-vascular system**

**Blood pressure**

**Pulse**

**Respiratory system**

**Nervous**    central

**System**      peripheral

**Ear, nose**      right **and**  
**throat**          left

**Locomotor-** *arm* right  
**system**          left

*leg* right

left

spine

**Abdomen** (hernia)

**Urine**    Albumen

Glucose

**Eyes:**    Distant vision

*without*    right

*correction*    left

*with*          right

*correction*    left

colour vision

visual field

I, the undersigned, having carried out an examination of the applicant rider certify the following (delete as appropriate):

- A) I cannot identify any medical reason why the applicant rider should not to take part in road racing events.
- B) I have identified a number of abnormalities as noted above and I am of the opinion that the applicant rider should not participate in a road racing event until this person is examined by a member of the medical panel of the MCUI, or Medical Officer appointed by the MCUI and a specialist opinion is obtained on whether these abnormalities should/should not prevent their participation in road racing events.
- C) I have identified a number of abnormalities as detailed above and recommend that the applicant rider does not participate in a road racing event until these abnormalities are reassessed and/or a repeat medical examination no longer identifies any medical reason for the applicant rider not to participate in road racing events.

**Date of examination**

**Doctor Name**

**Practice Address**

**Signature and stamp of Doctor**

## MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS

### Appendix 4: Example Medical History Form

(To be completed and submitted to the Race Promoter by an applicant rider seeking entry to their road racing event)

#### Rider Personal Data:

**Surname:** \_\_\_\_\_ **First name:** \_\_\_\_\_ **Date of Birth** \_\_\_\_\_  
**Address:** \_\_\_\_\_  
**Sex:**     **Male**                                   **Female**                                   **MCUI No:** \_\_\_\_\_

Have you, the applicant rider, experienced or been diagnosed with any of the medical disorders listed in the table below, since either your Pre-season Medical Examination, or the last race you competed in during the current racing season?

No	Medical Disorders	Yes	Details
	Loss of consciousness for any reason		
	dizziness or headache		
	Eye problems (except glasses)		
	Asthma		
	Allergy to medicines or drugs		
	Diabetes		
	Heart problems		
	Blood pressure disorder		
	Stomach problems (ulcer,etc)		
	Uro-genital problems		
	Epilepsy or convulsions		
	Mental or nervous disorder		
	Problems with arms or legs including muscle cramp or joint stiffness		
	Blood disorder with tendency to bleeding		
	Blood group		
	Operations		
	Do you take any medicine or drugs regularly?		
	Have you sought medical attention about any other injury or illness?		

Please answer true or false to each of the following statements:

I have not been banned, on medical grounds, from taking part in any other sport.  
I do not take drugs and do not misuse alcohol.

I agree to the information on the 'Medical Examination Form' being sent to the Chief Medical Officer for the road racing event.

In case of an injury I give permission to the Chief Medical Officer to release any relevant information to the Clerk of the Course, my relatives, my own doctor and the MCUI.

I agree that the Chief Medical Officer for the Event(or his/her nominated representative) has the right to call me to undergo a medical examination should I be involved in an accident or similar incident during a road racing event (including practice) and/or there are concerns about the suitability of my fitness to continue participation at the Event.

*I, the undersigned, declare that the information I have given here is the truth and I do not know of any other medical complaint likely to have a negative impact on my fitness to compete in this road racing event.*

*I acknowledge that if I have deliberately stated anything on this form which I know to be false or inaccurate or at any time prior to racing at the event do not declare anything which is likely to have a negative impact on my ability to participate safely in a road racing event, that I will be placing myself and other riders, race officials and spectators at risk. In such circumstances I shall be subject to disciplinary proceedings by the Motorcycle Union of Ireland.*

---

**Date**

**Signature of applicant rider**

I, the undersigned, have checked and verified that the medical information given by the applicant rider above, is a true and accurate reflection of his/her medical record at present.

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**Date**

**Signature of Doctor (with access to the applicant rider's full medical record)**

## MEDICAL ARRANGEMENTS FOR ROAD RACING EVENTS

### Appendix 4a: Example Medical Declaration Form

(To be completed and submitted to the Race Promoter by an applicant rider when signing on at a road racing event)

#### Rider Personal Data:

**Surname:** \_\_\_\_\_ **First name:** \_\_\_\_\_ **Date of Birth** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Sex:**      **Male**                                      **Female**                                      **MCUI No:** \_\_\_\_\_

Have you, the applicant rider, experienced or been diagnosed with any of the medical disorders listed in the table below, since the submission of your Medical History Form?

No	Medical Disorders	Yes	Details
	Loss of consciousness for any reason dizziness or headache		
	Eye problems (except glasses)		
	Asthma		
	Allergy to medicines or drugs		
	Diabetes		
	Heart problems		
	Blood pressure disorder		
	Stomach problems (ulcer,etc)		
	Uro-genital problems		
	Epilepsy or convulsions		
	Mental or nervous disorder		
	Problems with arms or legs including muscle cramp or joint stiffness		
	Blood disorder with tendency to bleeding		
	Blood group		
	Operations		
	Do you take any medicine or drugs regularly?		
	Have you sought medical attention about any other injury or illness?		

Please answer true or false to each of the following statements:

I have not been banned, on medical grounds, from taking part in any other sport.

I do not take drugs and do not misuse alcohol.

I agree to the information on the 'Medical Examination Form' being sent to the Chief Medical Officer for the road racing event.

In case of an injury I give permission to the Chief Medical Officer to release any relevant information to the Clerk of the Course, my relatives, my own doctor and the MCUI.

I agree that the Chief Medical Officer for the Event(or his/her nominated representative) has the right to call me to undergo a medical examination should I be involved in an accident or similar incident during a road racing event (including practice) and/or there are concerns about the suitability of my fitness to continue participation at the Event.

*I, the undersigned, declare that the information I have given here is the truth and I do not know of any other medical complaint likely to have a negative impact on my fitness to compete in this road racing event.*

*I acknowledge that if I have deliberately stated anything on this form which I know to be false or inaccurate or at any time prior to racing at the event do not declare anything which is likely to have a negative impact on my ability to participate safely in a road racing event, that I will be placing myself and other riders, race officials and spectators at risk. In such circumstances I shall be subject to disciplinary proceedings by the Motorcycle Union of Ireland.*

---

**Date**

**Signature of applicant ride**



# COMMUNICATION

## Introduction

The communication arrangements at a Motorcycle Union of Ireland (MCUI) motor cycle road racing event are essential to ensure the safety of riders, officials and spectators, and to enable the event to proceed in an effective and spectator friendly manner. The communication arrangements should also consider residents living on the circuit as they often will need to access their dwellings or to move through the circuit to gain access to the external roads for essential vehicular movements. Clear, efficient and reliable communications are therefore an integral part of the safety management arrangements of a motor cycling road racing event. Good communication arrangements do not solely depend on the provision of good equipment but also on the skills, awareness and competencies of those operating the equipment.

## Responsibilities

The primary responsibility for ensuring that appropriate communication arrangements for a motor cycle road racing event are in place rests with the Race Promoter. The Promoter should ensure that suitable equipment is in place to enable persons with organisational responsibilities at an event; and in particular those personnel with safety related responsibilities, to communicate with Race Control and with other parties as appropriate. Suitable arrangements should be in place to ensure that relevant personnel are trained in the use of the communication equipment issued to them, that the communication equipment is 'fit for purpose', and that systems are in place to record all significant messages.

The MCUI also have a responsibility as the organisation that issues 'Track Certificates' to ensure that the conditions of the certificate include a requirement that suitable communication arrangements are in place at an event.

The MCUI should appoint a 'Communications Manager' with appropriate experience, expertise and who has knowledge of procedures at motor cycle road racing events. The Communications Manager should liaise with the Race Organiser when an application for a Track Certificate has been forwarded to the MCUI to develop a Communications Plan for the Event. The communication arrangements should be included in the Race Promoter's 'Event Safety Plan'.

The Communications Manager should also provide training and advice as appropriate to personnel involved at road racing events to ensure that they have the necessary competencies with regards to the communication arrangements. Personnel working at a Road Racing Event and whose duties are included in the communications strategy for the Event have a duty to ensure that they are familiar with the communication procedures and the equipment provided.

## Lines of Communication

The lines of communication that should be in place at a Road Racing Event include:-

- Communications between the Race Control Point and key personnel of the race management team including the Clerk of the Course, the Assistant Clerk of the Course, the Chief Marshal, the Chief Flag Marshal, the Race Secretary, the Incident Officer, the Safety Officer, the Stewards, the Child Protection Officer, the Timekeepers, etc
- Communications between the Race Control Point and the Flag Marshals or 'Race Radio Supervisors' who work with the Flag Marshals
- Communications between the Race Control Point and the Paddock Supervisors
- Communications between the Race Control Point and the Recovery Vehicles
- Communications between the Race Control Point and the Grid Personnel
- Communications between the Race Control Point and spectators,
- Communications between the Race Control Point and the Chief Medical Officer
- Communications between the Race Control Point and the Emergency Services
- Communications between the Race Control Point and outside agencies who assist with communications (such as 'Raynet')
- Communications between the Race Control Point and marshals engaged in facilitating residents and others crossing the racing circuit
- Communication arrangements for riders via Flag Marshals
- Communication between Flag Marshals, Travelling Marshalls and other Officials
- Communications between key medical personnel.

## **Race Control Point**

A Race Control Point/Room should be provided as the central hub for the communication arrangements at a road racing event. The facility should be of appropriate size to accommodate key personnel engaged in managing communication arrangements at the Event. Personnel with access to the Race Control Point should include the Clerk of the Course or his/her representative, the Communications Manager for the Event and an operative to receive and convey information as appropriate and to record all significant messages.

The Race Control Point should be located at an elevated location with a view over the start/ finish area. Welfare and catering facilities should be available in close proximity to the Race Control Point.

The facilities present at the Race Control Point should include:-

- Desk space and chairs for use by the personnel present
- A power supply from the mains or a generator
- A base station where required
- A portable tower to carry repeater antennae (where required)
- Radio sets tuned to each of the channels in use at the Event
- Base chargers
- Headsets/ear pieces
- Maps of the circuit to include red/black flag locations
- Direct access to the public address system
- Lists of all radio operators and their role at the Event
- Megaphones

A list of personnel authorised to be present in the facility should be compiled with arrangements in place to restrict access to those personnel.

## **Incident Control Room**

An Incident Control Room is a place where an incident can be monitored and controlled and should be located in close proximity to the Race Control Room. The Race Promoter in consultation with appropriate personnel from the representative statutory organisations and partner agencies who may be involved in managing an incident should identify and agree on the location and suitability of the facility to be used for the Incident Control Room at an early stage in the planning of the event. A representative of the Communications team should be present in the Incident Control Room, he or she should have radio contact with the Race Control Room and convey relevant safety information to personnel present. A list of personnel authorised to be present in the Incident Control Room should be compiled with arrangements in place to restrict access to those personnel. A briefing of all personnel involved with managing the arrangements on practice/race day should be provided by the Communications Manager or his/her representative prior to practice/racing.

## **Methods of Communication**

The methods of communication that should be utilised at a motorcycling road racing event include:-

### Short Wave Radio Communications

- An appropriate number of radios with sufficient 'range' to enable all key personnel as listed in the Communications Plan (as contained in the Event Safety Plan) to communicate directly with the Race Control Point from all areas of the course, and related facilities such as car parks should be provided.
- An appropriate number of channels should be available to facilitate the number of stakeholder groups that require radio communication arrangements to be in place.
- Radios should also be available to enable key medical/first aid personnel to communicate with one another on a dedicated channel.
- A base station and 'repeater units' should be provided as required to enable all radio holders to communicate with the Race Control Point.

- Headsets or similar equipment should be provided to radio holders as appropriate, to ensure that radio communications are not interrupted by extraneous noise.

Radios should only be issued to key personnel as over provision can lead to over use of the channels provided and could result in significant information not being conveyed in an effective manner. All personnel should however be in reasonable proximity to a radio holder as to enable information to be conveyed by ‘word of mouth’.

All radios should be licensed by ‘Ofcom’ or ‘Comreg’ as appropriate to the jurisdiction of the Event.

### Telephone Communications

- A telephone should be provided at the Race Control Point to facilitate communication with outside agencies and facilities, the number of the telephone should be provided to outside agencies involved with the Event, and to key personnel working at the Event.

### Public Address System

- A public address system should be provided that facilitates coverage to all spectator areas and to the pit and grid areas. Messages should be relayed from the Race Control Point and a protocol should be developed to ensure that safety related messages take priority over competition information. Information conveyed should be clearly audible; a test should be carried out prior to the Event.

### Megaphones

- An appropriate number of megaphones and vehicles equipped with loudspeakers should be provided and issued to the appropriate officials who are in possession of radios. The distribution of megaphones should be prioritised and allocated to areas of the course where a large density of spectators is likely to be present e.g. grandstands and other favourable viewing areas. Megaphone provision would facilitate communication with spectators etc in the event of a failure of the Public Address System. In any event, the Race Promoter must ensure that megaphones are suitably charged for power so they are ‘fit for purpose’.

### Notices and Signage

- Notices and signage should be provided to all spectator areas and prohibited areas. Notices and signage should be used to display information regarding areas that may be used/not used for viewing, as well as indicating access/egress routes, and the location of facilities.

### Flags

- An appropriate number of flags in accordance with competition rules and the ‘Event Safety Plan’ should be provided at each Flag Post as detailed on the Track Certificate, whereby flag marshals have sight of the marshal prior to and after their location.
  - **Yellow Flag held motionless** – Signal of danger. Riders must slow down. Overtaking is forbidden.
  - **Yellow Flag waved** – Signal of danger. Riders must slow down and prepare to stop. Overtaking is forbidden.
  - **Red Flag** – Informs riders that the race/practice is interrupted and riders must slow down, not overtake and may be instructed to return to the starting grid or paddock, as decided by the Clerk of the Course with the utmost care and attention. The Clerk of Course is the only person at a motorcycle road racing event with the authority to call a red flag.
  - **Yellow Flag with Red Stripes held motionless** – Warning signal to riders of slippery surface. Deterioration of adhesion on this section of the track could be affected by any reason e.g. oil, rain, dirt etc.

- **Black Flag** *held motionless* with a board displaying a riders race number usually at start finish line – Signal to inform the rider of the motorcycle bearing the number that there is a serious problem and the rider must pull off the racing line and must stop in a safe position with the utmost care and attention. The rider must report to the Clerk of the Course.
- **White Flag** – Signal to warn riders that a non-competing vehicle is travelling ahead on the circuit. For example, this could be for an official vehicle such as a safety car, an ambulance etc.
- **Yellow Flag with Black cross** – Signal displayed at start finish line to inform a rider that s/he is commencing his/her last racing lap of the circuit.
- **Black / white chequered flag** – Signal displayed at the start finish line – When the leading rider has completed the required number of laps s/he will be shown the chequered flag by an official standing at the start finish line. The chequered flag will continue to be shown to all subsequent riders. Once a rider receives the chequered flag s/he must proceed safely to the paddock using the designated route.
- **National Flag** - The national flag may be used to start the race in the absence of ‘Start Lights’. In the event of the national flag being used, clear instructions should be given to riders from the race starter.

#### Written Communications

- Information should be forwarded to the press advising spectators of the viewing arrangements etc. Race publications such as programmes and tickets should contain similar information.

#### Broadcast Media

- Information should be forwarded to television and radio stations advising spectators of the viewing arrangements etc.

# SPECTATOR ACCOMODATION

## Introduction

Motorcycle road racing enjoys a large spectator following throughout Ireland. It is a dangerous sport where motorcycles travel at various speeds along roads, generally open to the public. It is therefore important that careful planning and consideration is given to the location and types of spectator accommodation around the circuit, and that suitable means of protection are utilised to ensure that spectators are not placed at risk.

## Responsibilities

The primary responsibility for ensuring the safety of spectators at motor cycle road racing events rests with the Race Promoter.

The MCUI has a responsibility as the Governing Body for the sport and as the organisation that issues Track Certificates for events to ensure that the Promoters of an event undertake suitable arrangements to address the safety of spectators viewing that event.

Race officials have a duty to monitor spectator viewing areas at an event and to advise the Race Promoter if spectators encroach into prohibited areas or otherwise place themselves at risk.

Spectators have a duty to obey the direction of race officials and not to encroach into prohibited areas or otherwise place themselves at risk.

## Implementation

Races Promoters must assess the layout of the circuit and identify areas that are suitable for spectators with or without the provision of barriers. This should also consider access and egress arrangements for each of the spectator areas. They should also identify areas where it is considered unsafe for spectators to be present and designate these as prohibited areas. Race Promoters should assess the safe capacity of each of the viewing areas and develop a process to ensure that capacity is not exceeded.

Viewing areas, and prohibited areas should be clearly marked, suitable arrangements should be made to monitor these areas, and suitable communication arrangements should be in place to inform the Clerk of Course of issues such as spectators encroaching into a prohibited area or a viewing area reaching capacity.

At some events spectators tend to migrate between viewing areas between races. Suitable arrangements should be in place to prevent spectators encroaching onto the course whilst racing is in progress or motor cycles are on the circuit. Arrangements should also be in place to alert spectators and officials before a race is due to commence, as to enable spectators to be directed to designated spectator viewing areas, and to notify the Clerk of Course when all spectators have vacated the circuit and are in safe viewing areas.

Arrangements should be in place to suspend / postpone a race should it be considered that spectators are placed at risk.

## Information for Spectators

It is important that spectators are provided with appropriate information prior to and during an event. Information should include the location of viewing areas, the location of prohibited areas and the location of facilities such as toilets, refreshments and first aid. Methods of communication could include the event website, media announcements, the race programme, signage, public address announcements and information conveyed by marshals.

## Grandstands

Modular seating units are provided at an increasing number of road races. The location of these temporary demountable structures to accommodate spectators should be carefully considered. They should only be located at areas that are considered to be safe and not likely to obstruct the view of riders or officials.

A risk assessment should be undertaken with attention to be given to the location, construction, access and egress arrangements for the structure.

Seating accommodation should be erected on level, stable ground. In cases where the ground is not level, suitable compensatory measures should be installed. Temporary demountable structures should be erected by a competent person, structurally sound and well maintained, and certified as safe for use in that location by a person with relevant qualifications and experience such as a structural engineer. The back, front and sides of the structure should be guarded by members of appropriate strength and dimension to prevent persons falling. The spectators accommodated in the structure should be monitored by marshals to ensure that suitable crowd management arrangements are in place.

An assessment should also be undertaken to consider if barriers should be provided to the sides of the racing circuit so that all reasonable precautions are taken to ensure that motorcycles or riders involved in an incident do not stray off the circuit and onto a spectator area. Barriers should be of appropriate design and are properly located.

### **Standing Areas**

Having completed a risk assessment areas considered to provide suitable standing viewing accommodation should be identified. The assessment should also identify if protective barriers should be provided between the racing circuit and the viewing areas. Again any barriers used should be of appropriate design and be properly located. Consideration should be given to the access and egress arrangements of all standing viewing areas. The area used for spectator standing should be of less than a 25 degree gradient slope, free from obvious trip hazards, and in a stable condition. Where the viewing area has a gradient slope greater than 25 degrees the stewards/marshals should ensure that spectators remain seated at all times. Any area with a gradient slope greater than 34 degrees should be prohibited.

### **Private Land**

Some areas of private land may be adjacent to a road racing circuit. This has the potential to create problems as the Race Promoters do not have control over such areas. However Race Promoters should carry out a risk assessment of these areas to identify if it is safe for persons to view from these areas of private land.

It is important that the race promoters meet with the owners of the private land and advise them of the findings of their risk assessment in writing. They should seek agreement from the land owners to ensure that persons do not gain access to these areas. The race promoters will have a duty to monitor these areas and if persons do gain access they should have a system in place to inform the Clerk of Course to enable racing to be suspended until the persons are removed from the said areas. Alternative control measures could be implemented by erecting suitable barriers of appropriate strength and dimensions.

### **Provisions for Disabled Persons**

Race Organisers must be aware of the provisions of the Disability Discrimination legislation and should ensure that suitable arrangements are put in place for persons with disability.

# INCIDENT INVESTIGATION

## Introduction

Motorcycle road racing is a high-risk activity that involves riders and their machines travelling at high speed on roads that have been closed for an event, but are normally opened to the public. Incidents and 'near misses' could occur at any time during an event. Some incidents have the potential to result in serious injury.

It is therefore important that suitable arrangements are developed and put in place to investigate significant incidents and where possible 'near misses' that may have had the potential to result in injury, so as to identify the causes/likely causes and any contributing factors.

These investigations will enable the MCUI and Race Promoters to assess the causes/likely causes and factors contributing to the incident or 'near miss'. They could then consider any correlation and synergism between the accidents/'near misses', and consider if there are any measures that could be taken:

- to reduce the probability of an accident/'near misses' occurring
- and/or to provide a more effective response in the event of a similar accident/'near misses' occurring.

The MCUI should then consider if changes are required to the rules governing the sport or in technical requirements or guidance that should be issued to Race Promoters and to other stakeholder groups. Suitable arrangements for the enforcement of the revised rules/guidance should be implemented accordingly.

Any investigation should complement and not inhibit any investigation that is being undertaken by any statutory authority.

A near miss is defined in this chapter as an incident where a reasonable person with appropriate experience would consider that one or more factors took place that almost led to an occurrence which could have resulted in serious injury or extensive damage.

## Responsibilities

The MCUI have a responsibility to ensure that a suitable system is in place for investigating all significant incidents and, where possible, 'near misses' that may have had the potential to result in injury.

The system should ensure that the findings of an investigation are communicated to the MCUI. The MCUI should reference the incident with previous incidents and the findings of any investigations carried out. The MCUI should then consider what actions could be taken to avoid a similar incident taking place, or to mitigate the impact of such an incident.

The Promoters of a road racing event have a responsibility to make suitable arrangements to properly implement the incident investigation procedures of the MCUI.

Race Officials have a responsibility to assist with the investigation of any significant incident/'near miss' and to alert the Clerk of the Course if they observe an incident/'near miss' and to provide appropriate information accordingly.

Competitors and their support crew have a responsibility to assist with the investigation of any incident/'near miss' and to alert the Clerk of the Course if they observe a significant incident/'near miss' and provide appropriate information accordingly.

## Implementing Investigation Arrangements

The MCUI should appoint a Senior Incident Officer with the appropriate competencies to oversee an accident investigation reporting and analysis system.

The Senior Incident Officer should develop a training system for Incident Officers who would undertake accident investigation procedures at the respective road races. The Senior Incident Officer should develop a system to assess the competencies of the Incident Officers and notify the MCUI accordingly. Candidates considered to have attained an appropriate level of competence should be accredited by the MCUI. The MCUI should require that an accredited Incident Officer is appointed by Race Promoters at each of their respective events.

The Senior Incident Officer should develop an Incident Report Form for gathering appropriate information and agree the content and format of this document with the MCUI.

Race Promoters should provide Incident Officers with the appropriate authority, access and ancillary arrangements as to enable them to undertake investigations into any significant incidents and, where possible, 'near misses' at their events. The Incident Officer should report the findings of an investigation that they undertake to the Clerk of Course of the respective meetings, the MCUI, and to any statutory authority authorised to investigate an accident.

The Senior Incident Officer should be invited to be present at road racing events to monitor the Incident Officers. This should ensure that the investigation of incidents is carried out in a consistent and competent manner, and assist the Senior Investigating officer in developing the training programme and Investigation Procedures.

Race Promoters should ensure that there is a suitable communication system to immediately alert the Incident Officer at their meeting of any significant incident and, where possible, of any 'near miss'. They should ensure that the Incident Officer has appropriate transport arrangements to enable them to undertake their duties in an effective manner.

Race Promoters should ensure that all race officials are familiar with the role of the Incident Officer and that they provide him/her with the appropriate assistance as required.

Incident Officers should liaise with the Senior Incident Officer, Clerk of the Course, the Senior Police Officer, the Chief Scrutineer, Technical Steward and the Medical Manager prior to the event and of the arrangements in place to communicate with him.

The Incident Officer, on learning of a significant incident, should endeavour to reach the site of the incident as quickly as possible, and endeavour to obtain evidence from all relevant persons accordingly. They should not interfere or obstruct any medical or first aid personnel who are assisting with the treatment of any injured party. They should also not obstruct any statutory authority in the execution of their duties and responsibilities.

The Incident Officer should seek to obtain information from witnesses, and take photographs of the scene of the incident and ensure any motorcycle / protective equipment that has been involved in an incident is inspected by a scrutineer. All relevant information should be recorded in a document and should include information relating to the machine, road condition, weather conditions at time of incident, and any objects struck.