



Rally Spectator Safety Procedures

These procedures are to be applied to all Rallies and Trials
conducted under the authority of a CAMS Organising Permit

1. PREAMBLE

This document sets out the requirements of organisers of rallies and trials in relation to spectators at their events.

If the sport of rallying is to continue to have spectators attend events, be they *bona fide* invited spectators (by selling/issuing tickets, spectator guides, advertising in magazines, newspapers, web sites or television) or "friends of the sport" (service crews, friends of the competitor) then the sport has a responsibility to ensure steps are taken to provide for the safety of the spectating public as much as possible.

This "Rally Spectator Safety and Control Procedure" document sets out minimum conditions which must be adhered to by organisers of all rallies and trials which are conducted under a CAMS' permit.

It should be noted that any person attending a rally with the express purpose to view the event or a portion thereof is considered to be a "spectator".

This applies to service crews and other interested parties whilst they are not actually performing some other function. The requirements that apply to spectators also apply to others whilst they are viewing the event.

2. MINIMUM REQUIREMENTS

1. Each event designated a rally or trial where crews are permitted to drive outside the provisions of normal civil traffic regulations shall provide at least one spectator point from which spectators can see rally cars in competition (which may include a special stage start), which must conform to the minimum requirements set out in this document.
2. Each designated spectator point must be set up and equipped with a minimum of facilities as outlined in this document.
3. Spectator instructions must be issued and must conform to a minimum standard format, and include the standard disclaimer available from CAMS, together with standard advice on spectator safety. This advice should also be provided to residential properties situated on competition stages.
4. Organisers must take reasonable steps to ensure that spectators use the designated viewing points.

Appropriate steps to achieve this may include only publicising the official spectator points and also providing those spectator points with facilities that make them more attractive to spectators than other locations.

The purpose of this is to ensure as far as possible spectators do not put themselves in an uncontrolled and non-risk managed location and to eliminate the likelihood of accidents to the public occurring where organised help is not readily available.

While the above steps are designed to limit incidences, it is recognised that under some circumstances spectators may be present in locations outside the control of the organisers, such as on private property adjacent to competitive stages. If the Checker/course cars or other official identifies safety issues with the location of such spectators, the Clerk of the Course shall consider the appropriate course of action.

5. Each event must designate a person who will be responsible to the Clerk of the Course for the spectator control procedures as outlined in this paper.
6. For each spectator point, the organisers must provide two diagrams, one of the "broad area" of the location of the spectator point, the other of the "specific" point, nominating the designated viewing area/s, spectator access tracks and paths, controlled spectator crossings (if used), direction of competitor traffic, toilet, safe parking areas etc.
7. Each designated spectator point shall be subject of a targeted risk assessment.

3. SELECTION OF SPECTATOR POINTS

It is essential that the Clerk of the Course exercises care in selecting spectator points. The following comments are offered as a general guide:

- Safety of the spectators and officials/marshals is paramount.
- Consider possibilities of car run off and, taking a conservative approach, avoid placement of the spectators in any areas considered anything other than highly unlikely.
- In selecting points consider the access roads to ensure they are wide enough for cars to pass; and that spectators can pull well to one side when parking; also that there are adequate parking facilities (taking into account possible wet weather) for the type of event you are conducting.
- Consider the expected numbers of spectators and whether there is a suitable space available for them to view the action.
- Avoid having spectator and rally traffic (competitors, service crews etc) on the same road, particularly in opposing directions.
- If a stage is held close to a main road it will likely attract spectators. If it is not possible to control the spectators appropriately, the Organisers and the Checker should carefully consider whether or not the stage is included in the event. .
- Consider as carefully as possible the anticipated number of spectators expected at a particular point and whether the point will hold this number (for viewing, access and parking).
- Provide enough spectator points, or design the course in such a way, so as to ensure that spectators are able to see action on a relatively constant basis from official points.

4. LAYOUT OF SPECTATOR POINTS

- It is recommended that areas where spectators are NOT to stand be marked by signs bearing the words, "NO GO AREA", or similar. Bunting is to be placed to define all spectator areas and also to designate all no go areas. Appropriately identified marshals must be in or near the margins of no go areas and should remain vigilant to ensure spectators are not standing in those areas.
- The actual spectator area under the organiser's control is to be marked at each end, and on both sides of the road. If spectators venture outside this area, they will be

considered to be beyond the control of the organisers. They should be discouraged from straying outside the designated area. If they have moved outside the spectator area, they should be politely asked to return to the area under control, while explaining the reasons.

- Where any super special, town or similar stages are proposed a plan of the area showing spectator control and protection measures MUST be submitted to CAMS National Office six weeks prior to the event.
- The Spectator Point layout shall not be in conflict with the diagrams in the Appendix unless a specific risk assessment has been undertaken which details further measures or features of the terrain which will provide protection for spectators from competing cars which have left the competition surface.

5. SPECTATOR INSTRUCTIONS

Some standard information must be included in printed spectator instructions. This will include information pointing out the dangers of standing in "no go" areas; that the stage will be cancelled if instructions are not obeyed; how to park; etc. as well as the traditional insurance disclaimer.

Each diagram of the spectator points is to be accompanied by a legend with all of the following details included:

- the road and direction of travel by competitors,
- location of bunting defining the spectator area,
- location of any specifically no go areas,
- limits of the spectator area,
- controlled crossing locations (if used),
- toilet location,
- first aid.

6. ACTIVITY AT SPECTATOR POINTS

To ensure the spectator point is correctly set up an accurate plan must be produced which includes at least the details outlined in the Appendix Spectator Point diagram.

- An appropriate number of Spectator Marshals shall be appointed to control the expected number of spectators. If a significant number of spectators are expected, two Spectator Marshals would be the minimum number required.
- The Spectator Marshals must be readily identifiable. The Spectator Marshals must be equipped with at least one whistle and if the rally is at night, a suitable torch.
- For ARC, tarmac rally and other events expected to attract significant numbers of spectators, each designated spectator point must be equipped with a suitable public address system for use by the Marshal in charge when needed. Where appropriate, a megaphone may be used as

an alternative to a PA system or if the spectator point and expected spectators are small enough, this requirement may be waived by the Checker.

- The route to spectator points must be clearly marked.
- The area in which spectators may view the rally is to be clearly defined with bunting or tape.
- In situations where the viewing area is on both sides of the road, the only access will be via a controlled crossing. Crossings are to be manned by only experienced marshals and it is desirable that one has a 'local' two way radio. Groups of spectators will be permitted to cross the course as directed by the marshal. No crossing is permitted once a whistle or Horn has been sounded.
- In the event of a Rally Car incident within the spectator point zone, the Marshal must ensure that all spectators remain within the point perimeters.
- The Marshal in charge at each Spectator Point must be given a copy of all Authority Forms, which will be issued. This will prove the Spectator Marshal has authority.
- The Marshal in charge must be provided with a quantity of "Accident / injury Report Forms", for any injury that may occur (e.g. officials, spectators etc) together with a list of emergency contacts.
- The Spectator Marshal shall recommend to the Clerk of Course or Stage Commander to stop the stage if it is believed the spectator control situation is "out of hand" and in their view an injury may result.
- Prior to the stage commencing, the Clerk of the Course shall confirm (possibly via the Checker/course cars) that each Marshal in charge is satisfied that their spectator point is set up in accordance with the plan and is acceptable for competition conditions.

7. SPECTATOR CONTROL MARSHALS

When there is more than one spectator point active at one time, an event is to have a "Chief Spectator Marshal" who is responsible for all aspects of spectator control during the running of the event.

Each spectator point is to have one Marshal in charge, clearly identified as such.

The Clerk of Course shall ensure that marshals have been briefed on their responsibilities regarding the advice they must provide to Event Command if it is believed there is a risk to spectator safety. Any communications should only be carried out by the Marshal in charge at the specific point. This may be in regard to either set up of a point, including questioning the safety of the initial plan, or in relation to behaviour of the spectators.

Spectator Marshals should be reminded that:

- they are not permitted to drink or be affected by alcohol or performance impairing drugs when "on duty" (refer Drugs in Sport policy).
- The use of cameras for photographing competing cars is not encouraged and likely to be incompatible with their primary responsibilities.

8. WARNING OF APPROACHING CARS

It is recommended that an audible warning device in the form of a horn, whistle and/or other suitable method be used to warn of approaching cars at all relevant points, particularly where intervals between cars may be inconsistent or extended.

Such warning of approaching cars is given because:

- If cars arrive at less than the time to which spectators are accustomed, spectators moving about may be caught unaware or "on the hop".
- Some points may be set up so that cars cannot be heard from a distance that provides adequate warning of their approach.

9. COMMUNICATIONS

Communication between the spectator point and rally headquarters or the Stage Commander is compulsory. This may be by two-way radio or mobile phone.

This is to ensure marshals are able to inform rally headquarters of any issues or emergencies which in turn enables event command to alert the stage start to hold cars or dispatch emergency vehicles accordingly.

10. ROLE OF CHECKER

The Checker is required to review the plan and risk assessment relating to each designated spectator point carefully.

He is the first independent person responsible to CAMS to view the event and has the appropriate power to require changes to the Clerk of the Course's plan.

If the Checker and the Clerk of the Course are unable to resolve differences, then the Checker must discuss any problems with the State Rally Panel Chairman (state level events or below) or the CAMS Motor Sport Operations Manager (national level and above)

APPENDIX – SPECTATOR INSTRUCTIONS

This Appendix contains the minimum requirements for spectator instructions, the associated forms and disclaimers required for any event.

The Disclaimer below must be displayed at Spectator points as well as in spectator instructions:

DISCLAIMER

EXCLUSION OF LIABILITY, RELEASE AND ASSUMPTION OF RISK

MOTOR SPORT IS DANGEROUS

In exchange for being able to attend or participate in the event, you agree:

- to release Confederation of Australian Motor Sport Ltd ("**CAMS**") and Australian Motor Sport Commission Ltd, promoters, sponsor organisations, land owners and lessees, organisers of the event, their respective servants, officials, representatives and agents (collectively, the "**Associated Entities**") from all liability for your death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("**harm**") howsoever arising from your participation in or attendance at the event, except to the extent prohibited by law;
- that CAMS and the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and
- to attend or participate in the event at your own risk.

You acknowledge that:

- the risks associated with attending or participating in the event include the risk that you may suffer harm as a result of:
 - motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;
 - acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and
 - the failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.
- motor sport is dangerous and that accidents causing harm can and do happen and may happen to you.

You accept the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by CAMS and the Associated Entities.

Minimum size A3

***Please refer to CAMS web site to ensure this disclaimer is current at the time of your event.**

APPENDIX – SPECTATOR INSTRUCTIONS (Continued)

The following standard information must be included in all written advice to spectators.

SPECTATOR INSTRUCTIONS

(Please Read)

1. Spectators are directed to view the cars whilst standing within the markers indicating the limits of the controlled spectator area - spectating outside those areas indicated is prohibited.
2. Spectators must not stand in no go areas, and must at all times stand behind the bunting or barriers which mark the spectator area.
3. The instructions of the Spectator Marshals must be obeyed. The Chief Spectator Marshal has the power to have a stage postponed until the spectator point is controlled to their satisfaction.
4. It is strongly recommended the spectator instructions are used to find your way around the rally. There are risks such as meeting up with an oncoming rally vehicle on a narrow road, many roads in areas used by the rally may have wash-aways, collapsed bridges, etc. which are potentially hazardous for the driver. The main spectator route has been reviewed by event organisers and is considered the most appropriate route.

APPENDIX – SPECTATOR INSTRUCTIONS (Continued)

The following standard information must be included in all written advice to spectators.

DO'S AND DONT'S OF SPECTATING

(Please read)

- Cars under competition conditions can lose control and leave the defined road at any time. Do not stand in any areas which are not authorised or which are contrary to the advice of the organisers and officials/marshals or where you feel may be unsafe.
- Be prepared. Weather wise, bring hats, ground cover, sun screen and protection in case of rain or cold weather. Food and drink outlets may be provided at the spectator point (refer spectator instructions), but if not, ensure you have some of your own food and drinks available.
- Park your car sensibly so that it will not obstruct **emergency vehicles**, competitors, service crews or other spectators. In all cases obey parking instructions given by supervising officials. It is usually best to park your car facing the way out.
- Do not try to emulate rally drivers. Remember that if you give cause for complaint it will reflect badly on the rally and the sport as a whole. Drive carefully both to and from spectator viewing areas, and be ready to give way if necessary on narrow stretches of road.
- Please do not take dogs or young children to spectator points. If you have to, make sure they are completely under your control and please make sure that animals and children do not get in the way of competing cars or mechanics or officials when they are working.
- Do not light fires or smoke in the forests. Do not smoke near a car that is being serviced or refuelled.
- At all times keep clear of controls, including from the timing marker to the control area. If control officials ask you to move, please help them by doing so - remember they have a job to do which can be difficult enough as it is. If you do want to see a control point in action, remember to stand well back from the control area.
- Take your entire litter home with you - it is handy to have a bag or carton in your boot. Cans and paper do not help beautify our forests.
- At service points do not crowd mechanics when they are working. They would not appreciate it. Neither will you if someone drops a wheel or a sump guard on your foot!

APPENDIX – SPECTATOR INSTRUCTIONS (Continued)

A copy of the following Marshals' Accident Appraisal Report Form must be given to all control and spectator marshals.

MARSHALS' ACCIDENT REPORT

(For use in radio transmission to the Clerk of the Course/Event Command)

Please follow this sequence when reporting an accident.

Speak slowly and remain calm - don't shout into the radio microphone.

1. Who is calling? (name, status.)
2. Where are you calling from? (special stage, distance, spectator point.)
3. What is the nature of the incident and are there any injuries? (briefly.)
4. How many vehicles/people are involved?
5. Are any people trapped?
6. Is there a fire?
7. Can you handle the situation or do you need help?
8. Is there a need to halt the stage?

Then answer these very important medical questions, in relation to each injured person.

1. Is the person conscious? (Yes / No)
2. If conscious, is he/she aware or confused?
3. Is their breathing: normal (and patient talking) / noisy / or absent?
4. Is the patient bleeding? If so, from where? How much? (Slow trickle, spurting.)
5. Is there obvious injury? If so, what and where?
6. Other problems? (eg. vomiting, fits, etc.)

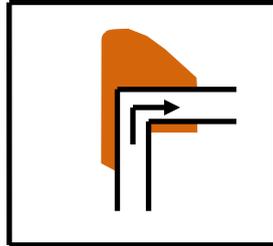
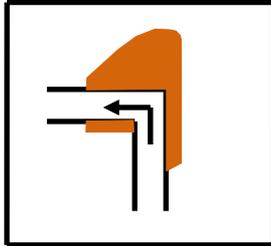
REMEMBER - BE CALM, SPEAK SLOWLY AND CLEARLY!

YOUR ACTIONS MAY SAVE A LIFE!

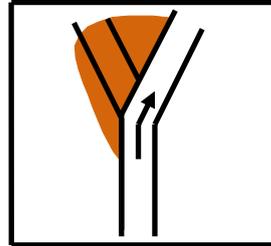
APPENDIX – SPECTATOR INSTRUCTIONS (Continued)

Typical spectator point diagram examples showing No Go Areas.

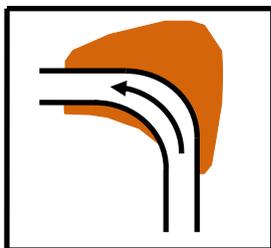
Tight Left or Right Corner



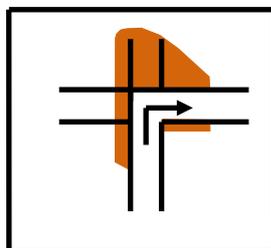
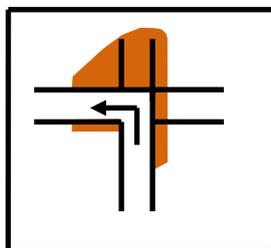
Keep Left or Right



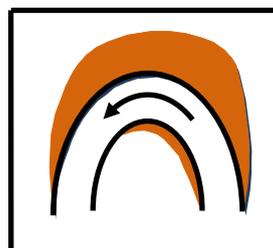
Left or Right Sweeping Bend



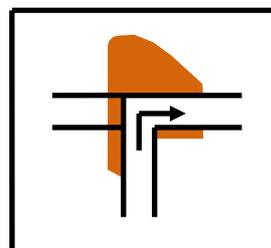
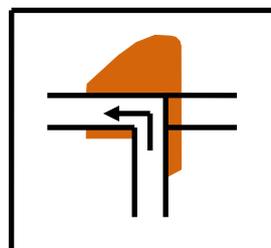
Turn Left or Right at Cross Road



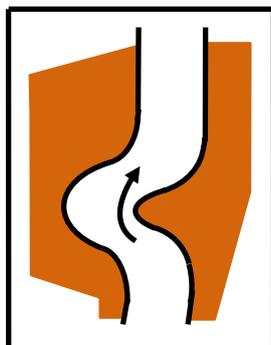
Left or Right Hairpin



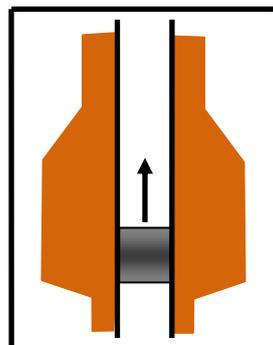
Turn Left or Right at T Junction



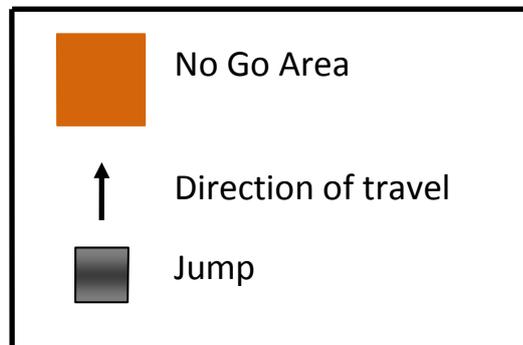
Chicane



Jump



Key:



NOTE: This guide illustrates some common areas where competing vehicles may leave the competition surface, but cannot be definitive and spectators should consider where they locate themselves in relation to the course.

APPENDIX – SPECTATOR INSTRUCTIONS (Continued)

Spectator Point Diagram Examples:

