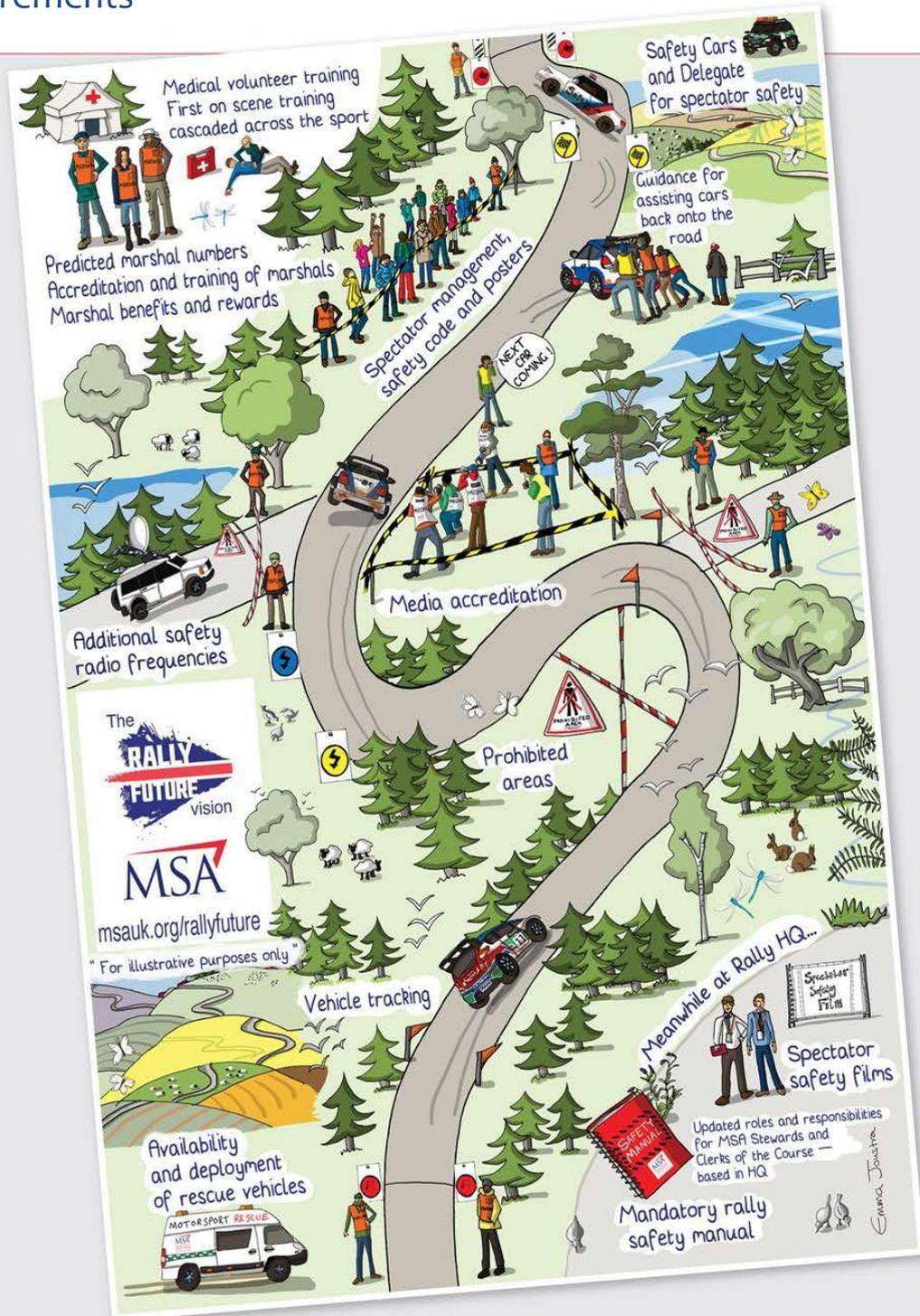




Edition 4 Summary Document Stage Rally Safety Requirements



The fourth edition of the Stage Rally Safety Requirements (SRSRs) is intended to update, clarify or supplement the April 2017 SRSRs Document. The additions and amendments have been collated based on input from various sources including: Rallies Committee, Rally Forums, Safety Delegates, Clerks of the Course and general input from events, Marshals and Officials. We are grateful for the time you have all taken to help supplement this initial document.

THIS SUMMARY SHEET IS NOT INTENDED TO BE USED AS A STANDALONE DOCUMENT BUT AS A SUPPLEMENT TO the SRSRs April 2018. A fully updated version of the Requirements (dated April 2018) is available on the MSA website.

Item	Amendment/Clarification/Addition or Update
	<p>Introduction</p> <p>This document is written for single-venue and multi-venue stage rallying events (<i>whether on closed roads or private land</i>) and should be used in conjunction with the MSA Yearbook. It will provide you with the additional requirements necessary to organise a rally.</p>
2.4.3	<p>On a Single Venue Rally, <i>as a Safety Delegate is not usually appointed</i>, the MSA Steward will undertake the role of the MSA Safety Delegate.</p>
2.10	<p>Stage Commander/Deputy Stage Commander</p> <p><i>The Deputy Stage Commander needs to have the ability to genuinely deputise for the Stage Commander should an incident arise.</i></p> <p><i>The Deputy Stage Commander may be required to enter the stage if an incident has occurred or if there are issues related to spectator safety.</i></p>
2.11	<p>Stage Safety Officer</p> <p><i>2.11.1 It is highly recommended that each Stage Commander has not only a Deputy but also a Stage Safety Officer. These roles require experience and maturity</i></p> <p><i>2.11.2 The Stage Safety Officer should ensure that the stage is set up in compliance with the safety plan.</i></p> <p><i>2.11.3 The Stage Safety Officer may be required to enter the stage if an incident has occurred or if there are issues related to spectator safety.</i></p>
2.12	<p>2.12.2 At least one member of each safety car team for the whole event must have attended part one of the MSA Safety Car Training Session.</p> <p><i>2.12.7 The one-day Safety Car Workshop is mandatory and potential delegates will be nominated by their Clerks of Course to attend one of the MSA Programmes held each year. A refresher programme will be available from 2019.</i></p> <p><i>2.12.8 A subsidised Driver Skills programme is available (at a personal cost) for those interested in attending. This programme is specifically designed for Safety Car Drivers however it is NOT mandatory.</i></p> <p><i>2.12.9 Refresher training will be available from 2019 onwards.</i></p> <p>Parts one and two of the Safety Car Workshop have now been combined, elements of part two will be incorporated into part one. This single day will be the mandatory day. Further Driver Awareness days may be available in the future.</p>

4.10	<p>4.10.1 Radios at the <u>Start and Finish</u> of each stage. These must be shown in the safety plan and road book but <u>do not</u> require radio boards to be displayed. They <u>do not</u> require yellow <i>red</i> flags.</p> <p>4.10.3 Radios located at <u>intermediate safety points</u> and at a shortcut re-join junction that safety vehicles may use. These locations must be shown in the safety plan and road book as well as having radio boards in place on the stage route. These locations <u>must have a</u> yellow <i>red</i> flag.</p> <p>4.10.4 Radios needed to comply with the MSA requirement for a distance of approximately 3 miles between radio points. These locations must be shown in the safety plan and road book as well as having radio boards in place on the stage route. All these locations <u>must also have a</u> yellow <i>red</i> flag <i>noting the revised R24.4.5, effective 1st July 2018.</i></p> <p>4.10.5 yellow <i>Red</i> Flags must be displayed and withdrawn only on the instruction of either the Stage Commander or the Clerk of the Course.</p>
4.12	<p>4.12 Supplementary Radio Points (<i>not mandatory</i>) should ideally consist of two or more marshals.</p> <p>4.12.2 Their location and details should however be listed within the safety plan. They do not require yellow <i>red</i> flags. As these locations are NOT included in your road book they do NOT all have to be staffed in order for your event to run.</p>
4.13	<p>4.13.2 A Radio Marshal will support the Radio Operator but will be expected to deploy from the radio car as a marshal for that location as and when required to do so. (included in predicted numbers)</p> <ul style="list-style-type: none"> • Where a radio car crew is staffing a Mandatory Radio point, the Safety Radio must be staffed at all times whilst the stage is live by one of the crew. • Where a radio car crew is staffing a Supplementary Radio point, then both the radio operator and the radio marshal must be prepared to deploy away from the radio car as marshals when needed. • At a mandatory radio location requiring a yellow <i>red</i> flag, a marshal must be available to display the yellow <i>red</i> flag when required to do so, this may be a radio marshal (included in predicted numbers). On National events the marshal displaying the yellow <i>red</i> flag must be wearing a marshals' tabard and on International events they must wear the radio tabard. <p>4.13.5 <i>The radio marshals handbook is also useful for further information</i> https://www.msauk.org/assets/radiomarshalhandbookupdatedoctober2016.pdf</p>
7.7.9	<p><i>Are there likely to be gazebos in the Service Area or at any time controls? If so, check for ballast and fixings.</i></p>
8.5.3	<p><u>Warning Notice C</u> At any means of spectator or vehicular access to a rally Special Stage (D31.4). <i>This can replace Warning Notice A if more appropriate.</i></p>
8.8.12	<p><i>For single-venue events, organisers must ensure there is sufficient time for the MSA Steward to undertake safety checks after any significant change of route.</i></p>
9.3.6	<p><i>Help create walkways or access routes from one spectator area to another</i></p>

10	<p>10.1 During preparations for the stage you should also recognise areas of high risk for rally cars and competitors. This might be, for example, a tree on a fast bend, a big drop, damaged barriers, telegraph poles, narrow bridges, <i>rivers/lakes, steep drops</i>, etc.</p> <p>10.5 Where an exposed significant drop exists, consider either an alternative route OR provide route definition in the form of red/white double layered tape or orange mesh to ensure the competitors can clearly see the correct route to take. Also consider methods to slow the competitors down (e.g. chicanes) should you feel it necessary.</p> <p>10.6 Where water is considered a significant risk, you must take action to reduce the risk You may wish to provide a barrier to reduce the likelihood of a competitor entering the water &/OR consider having divers on standby. Also, consider methods to slow the competing cars down should you feel it necessary.</p>
10.10	<p>Seeding</p> <p>10.10.1 <i>With the progress that the sport has made with better spectator awareness and management it has been decided that a return to allowing variations in seeded order from that set by R24.1.4 should be permitted. This will allow the limitations on the number of fields and time gaps between them that were agreed by Rallies Committee in 2014 to be reintroduced.</i></p> <p>10.10.2 <i>There are continuing concerns relating to spectator management. The two most prominent of these are a) spectators moving to and from their chosen location by walking on the special stage itself and b) after the special stage has been cleared to start, a volume of spectators arriving at a given point and compromising safety and/or overwhelming the deployed marshal resource at that location. It is therefore important that on stages with spectator viewing areas access must be available other than by walking along the stage and also that the gap between the two fields is kept to a minimum to discourage spectator movement.</i></p> <p>10.10.3 <i>Applications to run split fields will be considered in the light of the following recommendations:</i></p> <ul style="list-style-type: none"> • <i>There shall be no more than 2 fields. This prevents excessive fragmentation of the event and length of the rally convoy.</i> • <i>The gap between fields shall be kept to a minimum. A gap of 5 minutes should prove adequate for stages less than 9 miles. Longer stages may require a larger gap, but this should not exceed 10 minutes and this will determine the length of stage that is acceptable. It is not essential that the last car of the first field has reached the stage stop line before the next group starts.</i> • <i>There is no requirement to insert a Safety Car between the fields, indeed the use of a Sweeper or Closer for the first field is discouraged as this tends to stand down the marshals and encourage spectators to wander, possibly onto the stage itself. Certainly, recovery of failed vehicles should be avoided until the second field has completed its run unless stricken vehicles present a <u>significant</u> hazard to the next group of competitors. It must be remembered that where any gap in the event exceeds 20 minutes then it is necessary to run an Intermediate Safety Car before a stage restarts.</i> • <i>Consideration may be given to running the first field in reverse seeding which can create a more predictable timing for the "gap".</i> • <i>Stages must have spectator access routes that avoid the need for spectators to walk on the stage route. Stages that are unable to comply with this must be advertised as non-spectator.</i>

	<p><i>There must be a process for monitoring spectator arrivals and attendance levels throughout the stage after it has commenced, as well as a means of communicating this information to Rally Control, to ensure that excessive spectator numbers do not overwhelm the marshalling resource available. If such a situation develops, if possible, a reserve resource of marshals should be available at each stage to be deployed to address excessive crowds. If no such resource is available then the Clerk of the Course and/or Stage Commander must consider deploying red flags as soon as possible to all competitors in the stage to neutralise the competition and ensure that they reduce speed.</i></p> <p>10.10.4 <i>A further option is for events to apply for dispensation to seed entries in class groupings with the fastest car in each class at the head of the group. This would be subject to all cars in the event being seeded in these groups (not just Championship class groups). This option could be utilised in both a split field or single field event. If necessary small time gaps may be appropriate between the class groups but these should not exceed 3 minutes.</i></p> <p>10.10.5 <i>Where a rally comprises different competitions, such as National A and National B, competitors do not need to be separated by virtue of competing for a different classification and should be seeded into a mixed field in order of anticipated performance. In the event of notional times being required, the Clerk of the Course may award these as currently provided for in respect of the seeded field. Effectively this type of event is one rally from which two classifications are drawn from the time sheets.</i></p> <p>10.10.6 <i>FIA regulations do not permit the inter seeding of National competitors with the International Entry on FIA Championships. Where the FIA appoint a Safety Delegate or Observer to FIA World and European Championship Rallies, the MSA Safety Delegate and other Safety Cars will typically run between the two fields.</i></p>
10.10.3	You may wish to add a section to the road book, reminding competitors of the regulation and their required action should a yellow red flag be shown to them.
10.11	The Clerk of the Course will be able to issue yellow red flag notifications to selected crews on any special stage.
11.7.7	<i>All Safety Cars (excluding the zero car) should be equipped to provide information to spectators as they travel through the stage.</i>
11.16.9	<i>All Safety Cars (excluding the zero car) should be equipped to provide information to spectators as they travel through the stage.</i>
12	<p>12.5 The accreditation documents can be found at https://www.msauk.org/assets/msarallymediaaccreditation2016.pdf</p> <p>12.6 Updated media sign-on forms for organisers are available here: https://www.msauk.org/Resource-Centre/Clubs-Organisers</p> <p>12.7 <i>The FIA has released a new rally media safety video, stating that, 'We strongly recommend that you use this video as part of the accreditation and on-site briefing process for media at all rally events in your country.' Please note that the FIA has asked that you use your discretion in not distributing the video further or uploading it onto YouTube or social networks, as it is a media safety video and is not intended for general spectator consumption.</i> https://fiabox.fia.com/views/public/lienPublic.xhtml?id=1262&hash=90340ce89399b85b9af41a38ae287932b3e5485c&rid=c3JvYmVydHNvbkbBmaWEuY29t</p>

13.3	<p>Stage marshals are key members of the team. They are likely to be first on scene if there is an incident and they are responsible for managing spectators on stage. <i>(see 13.9)</i>. It is vital that they are all well informed with the right skills. Several First on Scene videos have been created and are on the MSA RallyFuture resources page of the MSA website. These can be made available to all marshals either via a link in an email or a link from the event's own website.</p>
13.7.6	<p><i>Registered Marshals will all have been issued with an MSA tabard. It is incumbent upon the marshal to ONLY wear the tabard when they are signed on and working on an event.</i></p>
13.9.1	<p>All marshals need to have received a briefing from the event in relation to any safety specific matters. This can be done by either the Clerk of the Course, the Event or Spectator Safety Officer or the Stage Commander and can be done through a meeting, via video presentation or on-line computer meeting (Webinar) or email or any other reasonable means of direct communication. An example of a marshals briefing sheet is provided as Annex G, this is not a usable document but a template for each club to personalise. <i>(see 13.3)</i></p>
13.9.3	<ul style="list-style-type: none"> • Nearest yellow red flag location if relevant and nearest radio marshal; • A diagram showing Spectator Viewing Areas (Go) and No Go <i>(prohibited)</i> areas;
13.10	<p><i>Communication between marshals, the Safety Cars and the Spectators</i></p> <p><i>13.10.1 All marshals should ensure they have their whistle with them as part of the event equipment. This whistle is to be used for two purposes:</i></p> <ul style="list-style-type: none"> • <i>To advise the spectators and other marshals in their location of the approach of a vehicle, whether that is an official car, a safety car or a competitor</i> • <i>To advise the spectators (at exactly 30 minutes before the First Car is Due (FCD) that there is to be no further movement on the special stage. This is to be done by a long continuous whistle at FCD minus 30 minutes.</i> <p><i>13.10.2 Marshals should also use FIA specified gestures to communicate to the safety cars (especially the Safety Delegate) whether they are satisfied with the safety at their location (All OK) or whether they have any problems (Stop I need support). The two gestures are shown below:</i></p>
13.12.1	<p>What messages are you sending to your spectators? As rally event organisers, you will want to ensure that potential spectators have access to information about the event but you also have an important role in ensuring that spectators are made aware of the risks. Good communication with spectators is vital to everyone. <i>Pre-event publicity is critical to ensuring that the general public are aware of your event and know that there are specific areas that are considered acceptable for them to view from. Try to ensure that they can easily understand that they are not free to stand and view from anywhere they choose.</i></p>