



The following points are intended to update, clarify or supplement the 09 Dec 2015 Stage Rally Safety Requirements (SRSR 09/12/15) Document. They 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 UPDATE SHEET IS NOT INTENDED TO BE USED AS A STANDALONE DOCUMENT BUT AS A SUPPLEMENT TO The Stage Rally Safety Requirements December 2015. A fully updated version of the Requirements (dated May 2016) is also available on the MSA website

Clarification

Throughout the SRSR's 09/12/15 document we use certain words for specific meanings these are:

Should/Could – recommended but not mandatory, if you decide NOT to implement this, please give it careful thought to ensure you are clear about why it is not necessary under your circumstances

Must/Will – this is a mandatory requirement and one that you are required to incorporate into your plans and actions

The comments below will be shown based on article number from the document (Blue text is additional information and red text is to replace or amend existing text).

Item	Amendment/Clarification/Addition or Update
15	The safety delegate will exercise these powers if absolutely required on the event. They will require a radio which has the capability to talk to both Rally Control and through Radio Control to the stages.
35	Additional Sentence: Invitations to this programme will be through event Clerks of the Course.
	<p>Additional role of Stage Commander added after Chief Medical Officer</p> <p>STAGE COMMANDER</p> <ul style="list-style-type: none"> a. All Stage Commanders should ensure they receive copies of the appropriate sections of the event safety plan (relevant to their stage) including set-up diagrams, spectator parking and viewing area information. b. They should have the opportunity to be involved in establishing predicted marshal numbers for their stage. c. The Stage Commander is responsible for briefing their Sector Officials either in person or via phone/conference call or similar method. This briefing should, as a minimum, cover the on-event sector official role and any sector specific hazards, risks and safety management plans (see items 134, 135 and 136)

	<ul style="list-style-type: none"> d. The Stage Commander or their nominated representative must brief the marshals as they arrive at their stage (see items 135 & 136) e. Stage Commanders should make themselves available to attend the event organisers briefing or contact the event organisers to ensure they have the relevant information prior to the event.
<p>47</p>	<p>Clarification and additional information</p> <ul style="list-style-type: none"> a. 01-01-17 All Safety Car Crew Members must have undertaken the on-line marshal accreditation modules. b. By 01-01-17 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 c. By 01-01-18 At least one member of each safety car crew must have attended part one of the MSA Safety Car workshops. d. At least one member of the safety car team must have been involved in pre-event planning. All crew members of the team must be fully briefed on the safety plans for the event by this person or another senior event official. e. Detailed guidelines on MSA Safety Car Roles and Responsibilities are published on the MSA website which supplement the above requirements. f. The Safety Car workshop registration form can be found on the MSA website RallyFuture section, only those who have been nominated by the Clerk of the Course and have completed the on-line accreditation will be eligible to attend the workshop. g. The Driver Awareness Module (part two) of the MSA Safety Car Workshop is optional and can only be undertaken once the Event Safety Module (part one) has been completed.
<p>48</p>	<p>Items g-k should read a - e</p>
<p>57</p>	<p>Set out below are some things to consider that will help you to identify the risk area areas and the level of risk to spectators.</p>
<p>61</p>	<p>Use of Coloured Tape and guidance on the layout of a crossing point.</p> <p>The diagram above gives you an example of how to set up a crossing point and the correct coloured tape to use. It is also advisable to have crossing point signs which should be mounted at a height of approximately two metres to ensure spectators can see them from a distance. Further guidance will be available on crossing points through the MSA website RallyFuture section.</p> <p>Remember, red and white tape is for route definition, no go areas and box junctions, yellow and black is to define Spectator Areas.</p>

76	Additional signs are available to download from the MSA website RallyFuture section to supplement the MSA warning notices and Spectator Code. Some of these signs are specifically to use at the end of Spectator Viewing Areas to support the marshals when managing these sections.
85	To highlight any other risks such as log piles or bridge ends or gate posts brightly coloured/reflective or Day-Glo shapes or red/white tape or boards could be used.
90	Additional item: iv, Distances given between the chicanes are for guidance purposes only, gaps between elements of the chicane should be adjusted to suit the circumstances.
94	Defining the route – clarification: Avoid over- use of tape to define the route. NEVER use metal pins trackside on the track or close to the track , they should only be used in spectator areas or where it is highly unlikely a car will go .
96	<p>Stage Radio Requirements</p> <p>96, There are two types of radio requirement on the event</p> <p>a. Mandatory Radios – see MSA Yearbook for signage required. These radio locations must be shown in the Competitors’ Road Book, on the stage safety plan map and its associated text page. The locations are:</p> <p> a. the Stage Start and Stop;</p> <p> b. all intermediate rescue and medical locations (with yellow flag);</p> <p> c. any shortcut where a medical/rescue intervention vehicle may join the special stage (with yellow flag);</p> <p> d. main spectator areas and;</p> <p> e. at intervals of no more than 3 miles throughout the special stage.</p> <p>96. Radio Requirements</p> <p>a. Mandatory Radio Points should ideally consist of two or more marshals and are defined as follows;</p> <p> i. Radios at the Start and Finish of each stage. These must be shown in the safety plan and road book but do not require radio boards to be displayed. They do not require yellow flags.</p> <p> ii. Radios located at intermediate safety vehicle points and at any shortcut junction that safety vehicles may use, as well as those required to comply with the MSA requirement for a maximum distance of 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 must also have a yellow flag. Yellow Flags must be displayed and withdrawn only on the instruction of the Clerk of the Course or Stage Commander.</p> <p> iii. Radios at designated spectator viewing areas. These locations must be shown in the safety plan but are not required to be</p>

	<p>shown in the road book or have radio boards and yellow flags unless they coincide with locations described in ii) above.</p> <p>b. Additional Radios – these are located throughout the stage as required by the event, signage is not required and they do NOT need to appear in the competitor road book. Their location and details should however be listed on the radio plan but not necessarily in the safety plan. It is recommended that two people undertake this duty.</p> <p>c. By 01-01-17, all radio marshals must have undertaken the on-line accreditation.</p> <p>d. The radio communication network and Radio Controller should remain in place until such time as all Rescue, Medical and Recovery services have completed their tasks.</p>
101	An additional concern to running split -split fields is....
104	For all multi-venue stage rallies, the minimum requirement is to run a 0 car and a spectator safety car. For all single-venue rallies, the minimum requirement is to run a safety/spectator safety car and/or a 0 car with a Sweeper Car after a group of stages. The safety car may fulfil this role. All safety cars need to have direct radio contact with Rally Control. See Safety Car roles & Responsibilities document for further information.
105	The 0 car provides spectators with a warning of the first competitive car. It should run at a maximum of 70-80% of rally speed to allow it to identify any last minute issues on the special stage. The 0 car must NOT use route notes, if the 0 car is a competition prepared vehicle the crew should must wear helmets, Frontal Head Restraint Devices and overalls. ALL 0 car crew should must have voice communication between themselves, Spectator Safety and Rally Control. The 0 car does NOT need to be clear of the special stage before the first car starts as long as the MSA safety delegate has approved it to run.
106.	<p>1. In addition to the mandatory safety car requirements you may choose to run just a 00 car or run a 00 and 000 car. Any other car that runs as a safety car is there with the primary aim of identifying spectator problems. Those operating safety cars do not need to hold a competition license – they must however have safety experience (see item 47 and the MSA Safety Car Roles & Responsibilities Annex I). The cars should must be driven at an appropriate speed that allows issues to be identified and they must be prepared to stop and sort issues out if required.</p>
109	<p>Additional items</p> <p>a. For consistency, events should use the following safety car descriptors on door panels: Spectator Safety, 000, 00, 0, Sweeper and MSA Safety Delegate. If you wish to use other safety vehicles, they should have a clear description of their function on the door plate.</p> <p>b. Road opening car and road closing car descriptions should only be used on closed road events.</p>

110	<p>Additional Point – Safety Delegate on a Single Venue</p> <p>For a Single Venue Event, The Safety Delegate will travel through the stages prior to the first competitor as well as after any major changes to the route. They may either travel in a separate vehicle or with the event or spectator safety officer. Sufficient time should be allowed to enable any safety interventions to take place prior to the start of the first competitor. A sweeper car is not always needed on a single venue event.</p>
112	<p>Where there is an unplanned gap of more than 20 minutes between competitors it is mandatory to run an Intermediate Safety Car or consider cancelling the stage on safety grounds. For gaps of less than 20 minutes, it may be appropriate for you to consider the use of such a car dependant on the length of the stage and its position within the event time schedule. You may wish to consider using The Deputy Stage Commander may be suitable for this role or a dedicated crew and vehicle dependant on route and practicalities.</p> <ol style="list-style-type: none"> Interim safety cars do not have to be competition prepared or 4 x 4's but they MUST have lights, sirens and a PA which should be used to advise spectators that further cars are to follow. It is not necessary for the Interim Safety Car to be clear of the stage, dependant on length and terrain. If the gap can be filled by spreading the competitors out for following stages, the Clerk of the Course should consider this option for example, by giving a two minute gap rather than a one minute gap between competitors.
121	<p>Event organisers are encouraged to use an MSA Level Two Accredited Photographer to capture and supply any promotional images required. However, to assist where such an arrangement is deemed impractical, an event organiser may nominate and sign on one Event Photographer and an Event Videographer of their choosing, subject to a written request and subsequent authorisation by the MSA. The request must state why it is deemed impractical to use an existing MSA Level Two Accredited Photographer and provide all relevant details of the preferred individual, who as a minimum must be an accredited MSA Rally or Cross Country Marshal, having completed the online training modules. (launching January 2016) They must also have public liability insurance cover of at least £5million. If successful in their request to the MSA, the Event Photographer/Videographer may be allowed provisions and access equivalent to those of MSA Level Two accredited media. The Event Photographer/Videographer will also be subject to the same Code of Conduct and conditions as MSA Level Two accredited media.</p>
125	<p>From 01 January 2017 all existing marshals (currently registered or not) will also be required to have completed the on-line learning modules in order to become accredited. This will not affect their current grade. Any existing non-registered marshal who wishes to be recognised on the grading scheme at a level above accredited marshal, will be able to apply by registering and completing their on-line accreditation. They can then send in a motor sport CV explaining their past roles and experience along with their registration form indicating their anticipated grade. This needs to be endorsed by their club and will then be presented to a panel for consideration.</p>

130.	Any potential marshal arriving at your event MUST sign-on to ensure that you have all their details and be encouraged to complete the MSA's on-line registration and accreditation so that once completed, the MSA can contact them regarding being added to the existing registration database. A marshal's registration recognition scheme will be launched in 2016 and an MSA benefits package during 2017 will be implemented during 2016 . Please ensure all stages have sufficient copies of the relevant MSA registration forms (including under 18's) - these can and should be downloaded from the MSA website to ensure that you always have the most recent version. Paperwork completed at stage starts (and other venues) should be collated by the event and returned to the MSA licensing department within 5 working days.
146	Where marshals are on site, they should be responsible for ensuring the spectators are not in positions of danger guiding spectators to avoid positions of danger .

Additional Sections

152 PR activities

When producing your PR leaflets, you may wish to consider adding the Spectator Code as part of your information.

153 The decision making process on events should at all times consider safety as the first priority and the time schedule as a secondary aspect.

154 Clerks of the Course and Chief Timekeepers should consider the need for competitors to remove helmets and FHR devices on road sections by allowing a slightly more relaxed time where required.

155 In order to fulfil their role, Scrutineers will be present at stage starts carrying out duties such as checking, amongst other things that FHR's, seat belts and helmets are correctly worn. They may also occasionally need to enter the special stage. This should only be the case when there is a fatal accident. If a Scrutineer needs to inspect a car in any other situation, this should be done after the stage has closed. They should follow immediately after the sweeper car and have their own safety radio communications.

156 Service Areas – guidance on the running of a service area can be found on the MSA website, RallyFuture section. This document will be updated during 2016.

157 Events are strongly recommended to include in ALL road books a simple list of First on Scene actions (a list will be available from the MSA website RallyFuture section) as well

as making the First on Scene video (MSA website) available either on their own websites or via a link to the MSA site.
