



RRAi

Road Race Alliance of Ireland

2024

CODE OF PRACTICE FOR ROAD RACING EVENTS



ROAD RACE ALLIANCE

R.R.A.I



Foreword

Motorcycle Road Racing has over 100 years of activity on the island of Ireland, with Cookstown and District Club celebrating its centenary in 2022, and the Dunshaughlin and District Road Race Supporters club marking the centenary of the first road race in the Irish Free State in 2023. Motorcycle Road Racing is a unique spectacle in the world of motorcycle sport here in Northern Ireland, the Republic of Ireland, and on the Isle of Man, its true home is here on this side of the World. Motorcycle riders take to closed public roads and compete, not just against each other or the clock, but against the rawest of tracks, that for 363 days of the year are the commuting life blood of communities across the country. But on those two days, practice and race days, the communities, fans, riders and teams witness a spectacle of skill, speed, bravery and camaraderie beyond compare, drawing crowds from all corners of the world to our country's roads. Iconic events such as the Northwest 200 and the Ulster Grand Prix, and riders of international renown such as Joey, Robert, William and Michael Dunlop, Glenn Irwin, Eddie Laycock, Michael Sweeney and Mike Browne have secured their places in our sports heritage and has brought people and communities across all divides, nationalities and religions to a shared place of friendship and commonality unlike any other sport or cultural event.

Sadly, motorcycle road racing comes with very specific risks, with those circuits being lined by walls, housefronts, business premises, bus stops, trees and every other object we take for granted throughout the year as we go about our daily business. There are no gravel areas, large run off areas or grass verges when something goes wrong, and sadly it has for a few competitors over the last 100 years. Any part of society that fails to recognise and learn from past is doomed to repeat them, and our sport is no different. While we understand the risks of our sport, it is incumbent on us all to place safety and risk reduction at the top of everything we do in the sport, embrace new technologies, new ways of doing things and ensuring that we all do everything possible to make our sport as safe as we can with the tools at our disposal now to do it. This is why we have this code of conduct for road racing to reduce and minimise all risks for our participants, clubs, communities and supporters to embrace and make the necessary changes now for the sports future.

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 several key recommendations.

However, those key recommendations are contained within this document, and with greater knowledge and understandings by utilising new technologies, education and training, and enhanced risk assessments we can and will ensure that those risks can and will be significantly reduced for the betterment and enjoyment of all participants, supporters and communities within and outside of the Sport.

Executive Panel of Road Race Alliance Ireland.

MCUI GOVERNANCE AND ORGANISATION OF ROAD RACING EVENTS

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 several 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 or GCR's. Others should be included in the management procedures adopted at road racing events.

In addition to these recommendations this organisation, RRAI, developed an overall Safety Management Strategy in 2023/24 that sets out the safety protocols for motorcycle sport and motorcycle road racing in the Republic of Ireland/Southern Centre. This, and other Safety Management documents consider the various elements of motorcycle road racing and endeavours to establish the principles of safety that should be followed by officials, club members, promoters and stakeholders.

ROAD RACE CODE OF CONDUCT IS EVERYONE'S RESPONSIBILITY.

EVERYONE MUST AND WILL PLAY THEIR PART AND NOT BE AFRAID TO CALL OUT ANY ISSUES THEY FIND. THIS IS FOR THE GOOD OF THE SPORT, THE PARTICIPANTS, SPECTATORS AND MOST IMPORTANTLY THE FUTURE OF THE SPORT.

Background

The Motorcycle Union of Ireland (MCUI) was constituted in 1902 to foster the pastime of motorcycling and became the first Motorcycle 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 the Cookstown 100 in the Ulster Centre celebrating its centenary in 2022.

The first Motorcycle Road Race in the Republic of Ireland (Irish Free State at the time) was held in Co. Meath, between the towns of Dunshaughlin, Skryne, and Ratoath in 1923. Prior to the Covid-19 Pandemic, 6 Road Race events were held annually in Walderstown, Skerries, Glanmire in Co. Cork, Athea in Co. Limerick, Faugheen Co. Tipperary, and Crossakiel in Co. Meath.

Over the years a few Southern Centre Clubs would also run other events on closed public roads such as Hillclimb's, Sprints (Time Trial stages) and Drag racing, however the West Cork Motorcycle Club have been the most prolific and well renowned club to stage these events.

The international governing body for motorcycle sport, the 'Federation Internationale de Motocyclisme' (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 relates to purpose built 'circuits' and does not provide guidance regarding 'courses' comprising of public roadways generally used for ordinary traffic.

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

RRAI (Road Race Alliance Ireland Ltd.)

The RRAI is the sole body for the Sport of Road Racing within the Southern Centre jurisdiction, and a Centre body within the MCUI. The RRAI is comprised of Road Race Clubs and affiliates who work together for the sustainability and promotion of the sport and as the lead governing body with responsibility for the governance of all Road Race events.

The RRAI Executive Panel and Trusts oversee the running of Road Race Events, Licensing, Rider welfare, Community engagements, Safety and Certification, Finances and Promotion of the sport of motorcycle Road Racing within the Southern Centre of the MCUI. The organisation was formed in 2024 to provide a platform for all aspects of Road Racing under the one umbrella for the good of the sport and pursuance of Insurance for Road Race Events, due to the isolation the sport was encountering through Motorcycling Ireland, and to both preserve the 100-year-old legacy of the sport and to secure its future for new generations of participants, businesses and supporters.

The membership of the RRAI Executive Panel, and Trusts, have decades of Road Race experience through officiating both North and South at Events, promoting and running Road Race Events, have experienced every level of participation in the Sport, and has at it's heart the knowledge, professionalism and dedication to delivering real results through safety, promotion and the welfare of participants and communities.

It will give clubs and stakeholders the platform and support to grow our sport throughout the southern centre by recognising the cultural and sporting heritage, the importance of the sport to riders, clubs, businesses, supporters and fans, and to make a meaningful positive difference to the sports future.

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'), the Motor Cycle Racing Association (Ireland) Limited (MRA) and Road Race Alliance Ireland (RRAI).

The jurisdiction of the Southern Centre bodies (MCI and RRAI) covers the provinces of Leinster, Munster and Connaught and that of the Ulster Centre and MRA the province of Ulster. The MCI governs motorcycle disciplines including Short Circuits, Trials, Moto Cross and Enduros and the Road Race Alliance Ireland governs specifically Road Racing.

The Ulster Centre governs Road Racing, Short Circuits and Trials and the MRA controls Motocross and Enduros (within Ulster).

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:

- I. Organise and schedule dates for Irish and International competition events; Consider and amend Road Racing rules and regulations.
- II. 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 several races and these races are for various classes of motorcycle which are often dependent on the cubic capacity of the machine (cc's) and are normally controlled mass starts.

In addition, Sprint/Hillclimb's/Drag Races are timed 'races' over a prescribed distance and course, and are singular machines competing against the clock, in different classes.

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/track inspection conducted by the RRAI. If the course comprising of public roads are suitable, a 'Track Certificate' is issued by the RRAI.

However, the RRAI 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.

The Promoter must ensure that all the relevant information is supplied to the RRAI, which includes Track/Circuit Certification (and any recommendations are implemented in full), Risk Assessments, Event Management, Medical and Officials paperwork, and all plans that are necessary to hold an event.

The Promoter must also supply the RRAI and Insurance Company a full report within 7 days of the Event, and failure to do so will result in penalties which may include but not limited to, suspension from the RRAI, monetary penalties and or the refusal by the RRAI to grant further event permits.



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Road Racing Events

Over the years the MCI, MCUI UC has governed all road racing events between the months of April and September. In 2024, the RRAI as the dedicated Governing Body for Road Race Events in the Southern Centre, will take over this role from the MCI, and be responsible for all aspects of the sport, licencing, insurance, governance, record keeping, officials training and certification, rider welfare, while also issuing Event permits, track certification and developing policy strategy.

The Promoter of a road racing event held under the governance of the RRAI will normally stage several competitions at a 'meeting' on public roads which have been closed to the public for the duration of the Event.

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

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:

- i. The place and date for the Event has been approved by the RRAI and is included in the 'MCUI Calendar of Events' (and the FIM Yearbook for International events).
- ii. The course has been inspected and approved by the RRAI.
- iii. The officials selected by the Promoter to direct and control the event are approved by the MCUI.
- iv. 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 RRAI.
- v. An 'Event Safety Plan'; which adheres to the requirements of Chapter X – Event Safety Plan, has been submitted to the RRAI.
- vi. 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 Circuit Inspection Committee (CIC) (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 within the MCUI/RRAI GCRs and terms and references of the CIC.

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

The CIC should consist of at least 7 Officials each of whom should have suitable knowledge and experience in road course safety, and be familiar with the practices followed at motorcycle road racing events in Ireland and with MCUI & FIM best practices regarding course safety arrangements at motorcycle competition events

The Circuit Inspection Committee should report to the RRAI on any significant issues or findings as and when appropriate.

The Circuit Inspection Committee reserves the right to bring in outside special advisors with the necessary skills requirements to assist in disputes, concerns and circuit inspections. Promoters do have the right to appeal CIC findings or withdrawal of a Permit on concerns made by the CIC in writing, and the Executive Panel will make arrangements for a Jury to assess the Appeal in a timely manner. Jury decisions will be submitted to the CIC and Promoter by both in hardcopy and digital formats, and a record must be kept by the RRAI in all matters.

ROAD CLOSURES (REPUBLIC OF IRELAND)

Legal Permission for Closing Roads in Ireland (Through local Authorities/County Councils)

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.

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:

- i. An event safety management plan– see Chapter X – Event Safety Plan,
- ii. A traffic management plan for the event.
- iii. 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 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:

- i. Prohibit the holding of a race (outright) by advertisement
- ii. Prohibit unless specified conditions/restrictions or requirements are complied with/met
- iii. 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.

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 RRAI 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 RRAI. 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 and RRAI 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:

- i. Event Director and Management Team – see Chapter X – Event Safety Plan
- ii. Chief Medical Officer (CMO) – see Chapter X – Medical Arrangements for Road Racing Events
- iii. Chief Scrutineer and Scrutineers – see Chapter X – Scrutineering
- iv. Chief Flag Marshall and Flag Marshalls – see Chapter X – Course Assessment
- v. Chief Marshall and Marshalls – see Chapter X – Course Assessment
- vi. Senior Incident Investigation Officer and Incident Investigation Officers – see Chapter X – Incident Investigation

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

Other officials are designated by the Promoter, MCUI and/or the RRAI in relation to event and participants welfare:

- i. Race Secretary
- ii. Rider Liaison Officer/Rider Welfare
- iii. Grid Marshal
- iv. Safeguarding Officer
- v. Community Liaison Officer
- vi. Clerk of Works
- vii. Timekeepers

Qualification of Officials

The RRAI should nominate candidates whose aptitude and integrity for the position can be fully justified. RRAI 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 RRAI 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 and clearly visible.

Training and Development

All Officials and relevant Personnel are required by the RRAI to be licenced after undergoing training and examinations to a required standard and proficiency. Officials Licensing are for a three-year period commencing on the date of examination, once a person has successfully completed the assessments.

A syllabus for each role will be provided for records by the RRAI and will be subject to review annually, and available to various stakeholders such as Insurance providers, Health and Safety authorities and the MCUI.

Training materials such as PowerPoint, workbooks and examination sheets will be made available to all stakeholders and will be reviewed periodically following regulation and procedural updates issued by Centres, MCUI and/or FIM.

Marking of examinations will be conducted by the relevant persons and will be counter checked by an independent examiner to verify the result of the assessment. The examinations must be recorded and held on file for a maximum of 12 months for the RRAI records.

Any breaches of best practice will be dealt with accordingly and will result in the person/persons disbarred from holding a relevant licence for a minimum of 12 months and/or suspension from Road Race events, subject to proper appeal procedures through the Executive Panel.

Licenses

Officials' licences will be subject to approval by the relevant Panel within the RRAI and may be endorsed or removed from the holder for any breaches of trust and abuse.

The Licence must contain the following:

- i. Photographic ID of the Licence Holder (Photograph)
- ii. Name, and Licence Type (i.e. Clerk of Course, Club Steward)
- iii. Corresponding Licence unique Number.
- iv. Licensee Contact number.

PADDOCK PIT AND GRID AREAS

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.

Summary

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.

Grid and Dummy Grid

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 racecourse 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.

Pit Area

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 racecourse, 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:

- 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

- i. The primary responsibility for ensuring the safety of competitors, officials and spectators in the Paddock, Grid and Pit Areas rests with the (Race) Promoter.
- ii. 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.
- iii. 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.
- iv. The RRAI/MCUI is responsible as the governing body for the sport and as the organisation that issues Track Certificates for RRAI/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.
- v. 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.
- vi. 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.
- vii. 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.

APPLICATION

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, rider/family welfare and liaison personnel, marshals, timekeepers etc.
- Media personnel: Journalists, Photographers, Videographers.
- Sponsors/Invited Guests
- 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.

The use of drones within the Paddock area are strictly prohibited unless express permission has been given by the promoter.

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 in the area. Paddock surfaces should be free draining.

RRAI 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 RRAI to obtain a Track Certificate. The RRAI 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.

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 contrasts with 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 Paddock Area must be grided out to accommodate every competitor's needs which include overnight accommodation, awnings, storage and workshop. This applies to support vehicles, such as Dyno Trucks, tyre changing facilities, helmet fitting and repair services, ppe sale and repair such as leathers, back protectors, air bags and physiotherapy services.

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 using 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: Internet/Wifi, printer, fax machine and telephone/s.
- 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 racecourse (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 racecourse 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.

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 RRAI. 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 always minimise the risk of collisions. 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.

- i. Arrangements for the storing and handling of petrol (see Appendix 1)
- ii. Arrangements for the storing and use of Liquid Petroleum Gas (bottled gas cylinders) (see Appendix 2)
- iii. 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 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 Areas

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 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.

RRAI 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 RRAI to obtain a Track Certificate. The RRAI, 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 RRAI. 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 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 racecourse.

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 several 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 racecourse. 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 RRAI. If group starts are to be used, the number of positions in each group will be limited as detailed in the 'Track Certificate'.

RRAI 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 RRAI to obtain a Track Certificate. The RRAI 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
- 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 RRAI.

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 the following:

- 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, considering the following:

- 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 racecourse. The location must provide riders with safe access to and egress from the racecourse. The location must also afford the Pit Area with appropriate protection from the racecourse.

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 racecourse.

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 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 each practice session or race and their requirements 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 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 racecourse 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.

RRAI 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 RRAI 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

- i. The Promoter should appoint a 'Pit Manager' of suitable competence to manage the Pit Area on behalf of the Promoter.
- ii. 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 RRAI.
- iii. 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.
- iv. Access to the Pit Area must only be given to persons authorised by the Promoter and/or the Clerk of the Course.
- v. 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 racecourse and the terrain, size and layout of the Pit Lane.
- vi. There should be suitable arrangements to regulate the speed of competitors as they enter, travel along and leave the Pit Lane with the aid/support of a speed measurement device.
- vii. Overtaking within the Pit Lane is strictly prohibited.
- viii. Officials should wear distinguishable apparel or "high viz" tabards in the Pit Area.
- ix. 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.
- x. 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.
- xi. 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.
- xii. 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)

- xiii. The refuelling of motorcycles in the Pit Area must be prohibited.
- xiv. Arrangements should be in place to ensure the use of smoking materials and naked lights is prohibited throughout the Pit Area.
- xv. 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.
- xvi. 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.
- xvii. 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.
- xviii. 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 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

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_/
- 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

Background

Motorcycle 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 several safety measures are adopted for a race meeting there is always the potential for an accident to occur.

Although an accident may involve several 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 adopting several 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 several 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 RRAI, 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 RRAI, MCUI or MCI confirming that they have been assessed, and are considered as being competent to compete in each class of race.

The RRAI 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 RRAI and race promoter should also identify and communicate procedures that should not be used by riders at a race meeting.

Procedures: Newcomers

The RRAI should ensure that all 'newcomers' are able to demonstrate that they are competent to participate in a road race.

The RRAI should implement a system for the training of and assessing of the competency of 'newcomers'. The training and assessment should involve observation at other motor cycling disciplines and seminar style learning. Upon considering the record of competency the RRAI 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

- i. The RRAI should ensure that all riders are able to demonstrate that they are competent to participate in each category of road racing.
- ii. The RRAI 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.
- iii. The assessors should notify the RRAI 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.
- iv. Upon considering the notifications from the assessors the RRAI 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

- i. The RRAI should ensure that all riders are able to demonstrate that they are competent to participate in each category of road race.
- ii. The RRAI 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.
- iii. The RRAI 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 RRAI.
- iv. The RRAI 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 regarding any riders considered by the officials to have breached the standards as set by the appropriate Centre and the RRAI.
- v. 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 RRAI.
- vi. 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 RRAI.

Familiarisation with the Circuit

- i. A briefing session should be organised prior to a Race Meeting by the Race Promoters.
- ii. 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.
- iii. **The Briefing should be recorded using audio or video format by a nominated person/s.**
- iv. 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 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 must have been in attendance at the briefing meeting.

- v. 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.
- vi. Riders who cannot provide evidence of attending the briefing **should not be permitted to participate at the meeting.**
- vii. 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.
- viii. The Clerk of the Course should appoint a person they deem to be competent to deliver the briefing, and who they consider having 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.

- ix. 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.
- x. 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 are 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 them prior to start of each race.

Riders who have not completed the required number of laps should not be permitted to participate in each 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 each 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.

Fitness to Compete

The RRAI/MCUI should ensure that riders provide confirmation that they are fit to participate at motorcycle road racing events prior to obtaining their competition licence. This confirmation should be provided normally by their GP or a doctor who has access to their full medical history /records.

The RRAI/MCUI in consultation with the Medical Panel will develop a proforma designed to capture the relevant information to confirm the fitness of the individual.

The RRAI/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.

Arrangements regarding Alcohol Abuse

The RRAI/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 RRAI/MCUI procedures. All riders must if required provide a breath sample if requested to do so in accordance with the RRAI/MCUI procedures at any time during a race meeting or a practice session.

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

Arrangements regarding 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 RRAI disciplinary procedures.**

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

Background

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 motorcycles that are used by the competitors should be of good design and construction.
- In proper working order.
- 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 motorcycle 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 RRAI/MCUI.

The RRAI/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 are required to sign a document prior to competing at a road racing event stating that having consulted with their mechanics (where applicable):

- i. They are aware/ unaware of any mechanical defect(s) to any of the machines that they may use at the race meeting.
- ii. If they are aware of a mechanical defect(s) these should be listed on the document.
- iii. 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 RRAI 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 racing worthy and to identify visible defects to a machine that could contribute to an accident.

The RRAI 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 and the RRAI) 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 motorcycles, 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 RRAI/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 motorcycle 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 RRAI/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
- That they have not observed a defect that they consider would have the potential to contribute to an accident
- 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.

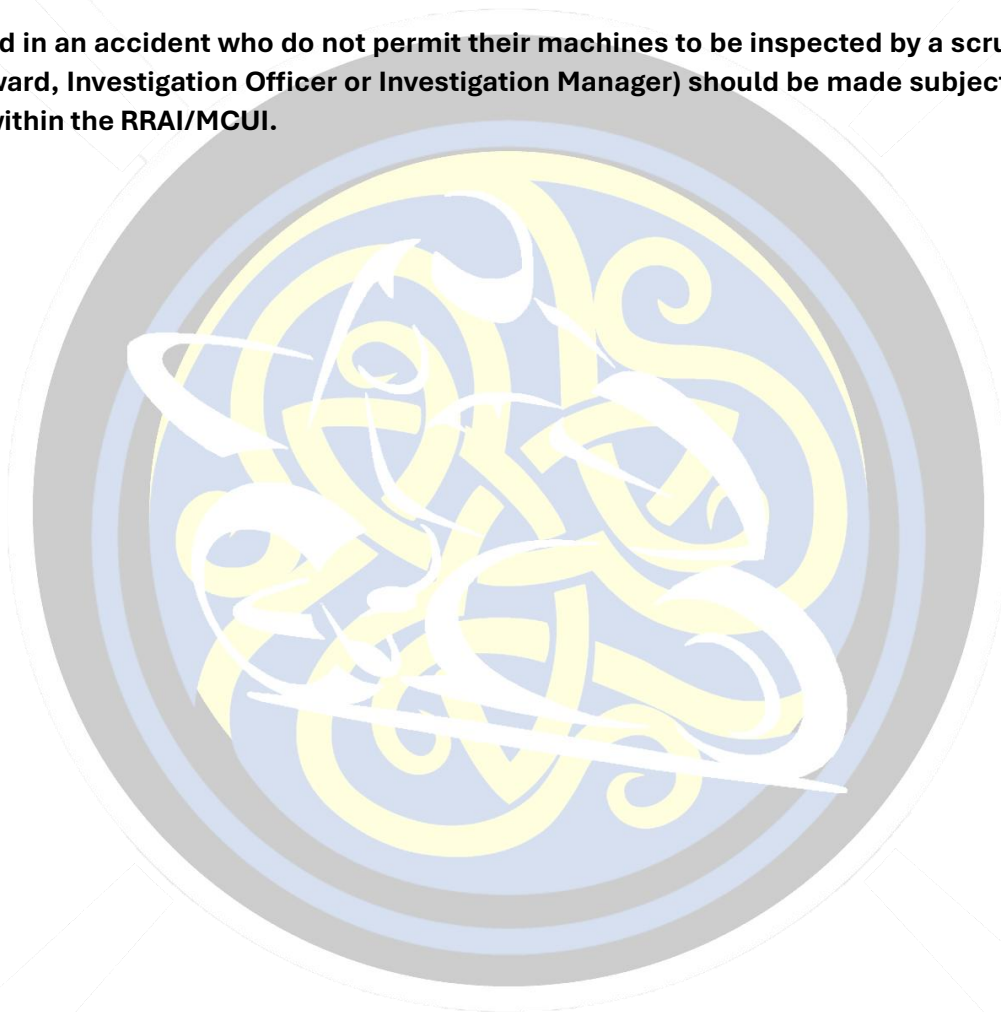
Scrutineers authorised by the Race Promoter should view the machines on the 'dummy grid' and on the grid, to assess if any modifications made to a machine(s) have the potential to render the machine as not race worthy, or that there is a defect(s) that has the potential to contribute to an accident.

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 An Garda Síochána or 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 RRAI/MCUI.



Protective clothing/ equipment (PPE)

Background

Motorcycle 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 several measures adopted at motorcycle 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 RRAI/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 RRAI should require that every rider / passenger is equipped with and wears the following during each of the races at the meeting:

- i. a crash helmet of an approved design and specification (See GCR's)
- ii. a set of 'racing leathers' of approved design and specification, which include elbow pad, knee sliders, back protector and if fitted air bag.
- iii. a pair of gloves of approved design and specification,
- iv. 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 RRAI/MCUI, and the Race promoters.

The Appointment of Scrutineers

The RRAI/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 RRAI/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 RRAI/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 motorcycle 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 RRAI/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 motorcycle 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 RRAI/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, 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 RRAI/MCUI.

Background

Amended at EGM Ulster Centre December 2018

Road racing involves motorcycles 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 Race Promoter must ensure that the medical arrangements stated within an inspector's report issued by the Motorcycle Union of Ireland (MCUI) are complied with in full.

The RRAI should liaison with MCUI Medical panel, Race Promoter, RRAI/MCUI Inspectors report and First Aid Liaison Officers to ensure that a proper assessment of medical/ first aid requirements for participants, officials and spectators is undertaken and resources are provided accordingly.

Competing riders have a responsibility to adhere to the 'fitness to compete' as stated in MCUI. Ref GCR 92/108. 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 RRAI/MCUI should appoint a Medical Panel made up of Medical Officers to provide expert advice to the organisation on medical matters relating to motorcycle road racing events.

The Medical Officers should be doctors that have appropriate registration to enable them 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 motorcycle 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, Medical Officers and First Aid Liaison Officers on all matters that could impact on the medical wellbeing of competitors, officials and spectators at motorcycle road racing events, prior to the date of each race.

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 motorcycle 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 motorcycle road racing.

The Medical Panel should:

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

The Panel should meet periodically and at least annually or when required, 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 relevant First Aid Liaison Officer and Medical Panel when arrangements are being developed for that Event. This would include the operational arrangements for the First Aid personnel, ambulances, medical team and their equipment.

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:

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

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

1. 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.
2. 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:

- i. Number of Doctors
- ii. Number of Nurses
- iii. Number of Paramedics (NI)/ Advanced Paramedics (ROI),
- iv. Number of Emergency Medical Technicians (NI)/ Paramedics (ROI),
- v. Number and location of ambulances
- vi. The number of 'First Aid' personnel
- vii. Number and location of first aid ground posts.

The respective levels of provision should be stated on the 'Inspectors Report' as issued by the Circuit Inspection Committee, along with a map of the course indicating the location of First Aid personnel. A procedure to be followed in the event of an injured rider is included as an appendix to this Chapter (see Appendix 2). The RRAI should adopt the definitions of Medical Equipment and Medical Personnel as per the current FIM Medical Code.

Medical Arrangements at an Event

The relevant centre of the MCUI should appoint a First Aid Liaison Officer and 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. The First Aid Liaison Officer should liaise with the Chief Medical Officer and Clerk of Course and notify him when they are satisfied that the agreed medical arrangements are in place at the Event.

The RRAI 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 First Aid Liaison Officer must inform the Chief Medical Officer, Clerk of the Course and MCUI Stewards 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 First Aid Liaison Officer in consultation with the Chief Medical Officer that the minimum level of provision is achieved.

The First Aid Liaison Officer and if necessary, the Chief Medical Officer 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 First Aid Liaison Officer in consultation with 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 First Aid Liaison Officer and if necessary, the Chief Medical Officer must then communicate the amended medical plan to the Clerk of Course, MCUI Stewards and Race Promoter accordingly.

- 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. REFER TO GCR 108 Individuals who following a medical examination are deemed unsuitable to compete should COMPLY WITH GCR 96/97/108
- 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 individual's 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). REF GCR 96/97/108

Any rider who refuses to submit himself/herself to such a medical examination must be excluded from the event and should be subject to appropriate sanctions as determined by the MCUI. REF GCR 186

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. earpieces. Staff using communication equipment must be familiar with its use and the procedures for effective communication.

KILO YELLOW SHORT: Intervention period less than two minutes / laps

KILO YELLOW LONG: Intervention period more than two minutes / laps

KILO PACE: Incident Officer requests a Safety Car intervention

KILO WHITE: Request Medical Car or Ambulance (IO to specify) during practice session or race either LIVE or under Safety Car.

KILO RED: Request practice session or race to be stopped (IO to specify technical or medical)

KILO GREEN: All clear following KILO YELLOW or KILO WHITE

The primary responsibility of the Incident Officer is to maintain radio communication with Race Control until Kilo Green is declared.

All incidents or accidents around the circuit are reported by radio to Race Control. Each circuit is divided into a number of sectors. The Incident Officer oversees all the personnel within his sector and is in direct radio communication with Race Control.

Incidents requiring the use of intervention vehicles generally fall into two categories:

1. Medical – A rider is injured and requires on-scene medical assistance and controlled transport to the Circuit Medical Centre.
2. Technical – The track is contaminated with a substance requiring treatment, or the first line of protection has been compromised and requires attention.

The following procedures describe the ideal way incidents should be approached, but local conditions may require modification under direction of COC (Clerk of Course)/Race Control.

MEDICAL INCIDENTS - General

Motorcycle racing medical incident handling techniques differ totally from car racing by strongly promoting the use of strategically placed „Ground Posts“, staffed by either Doctors or Paramedics for fast trackside intervention and patient removal in the event of non-urgent cases. If the situation requires extra assistance, then this will come in the manner described in this document.

- i. The ground post medic will, in the first instance, assess the casualty.
- ii. then decide if the rider can be moved to a safe position by scoop stretcher
- iii. If the injuries are not of a serious nature, the treatment will be carried out at a place of relative safety until an ambulance arrives from either: a) The service roads in the public areas or b) Around the circuit at the end of the practice session or race.

If the Incident Officer and / or Medical Officer require extra assistance the following procedures apply: The Incident Officer requests extra assistance by contacting Race Control, giving a Kilo Code for rider condition and Kilo White.

- Race Control dispatches Intervention vehicles under controlled conditions. At the scene, the Incident Officer maintains radio communication with Race Control, giving estimates of extra resources required and time until the incident is cleared.
- The casualty is collected, and vehicle proceeds to the Medical Centre and / or back to its original position.

Movement of Intervention vehicles -Notes for Medical Car / Ambulance personnel and Incident Officers; All intervention vehicles (including Medical Cars and Ambulances) move **ONLY** upon the direct instruction of Race Control.

Movement of non-urgent casualties

Injured riders who are treated by the Medical Officer on site and are not in a serious condition, may be transported to the Medical Centre via service roads, or one of the medical vehicles stationed around the circuit will collect the casualty and transport him back to the Medical Centre via the track at the end of the session or race.

Kilo red (medical) – general procedures

If an injured rider is on the track or run-off area and cannot be moved to an area of safety immediately behind the first line of protection (generally within two minutes or two laps); it may be necessary to stop or neutralise the race / practice session and dispatch a medical vehicle to the scene. On the basis that motorcycle accidents occur generally on the outside of a corner or curve, fully equipped Medical Cars are strategically located around the circuit for this purpose.

The Incident Officer, based on advice from the Medical Officer or other circumstances may request that the race or practice session be stopped (Kilo Red Medical). If the condition of the rider is potentially life threatening, the additional code KILO 13 should be added to the radio call. The race or practice will only be stopped at the order of the COC with the following responses taking place:

- i. COC Instructs Red flag / lights to be shown at all points
- ii. Scramble nearest Medical Car
- iii. Dispatch nearest on-track Ambulance to the scene

- iv. Dispatch Safety Car with Chief Incident Officer
- v. Dispatch Recovery vehicles
- vi. The section Incident Officer maintains communication with race control and the Chief. Incident Officer assists with the management of the incident.
- vii. Casualty evacuated to Medical Centre
- viii. Vehicles return to their original positions

Kilo Red (technical)

There are occasions when it is not possible to continue a practice session or race even when an incident does not result in injury. Generally, this is because of track surface contamination or damage to trackside furniture. In these situations, the section Incident officer requests “kilo red technical” followed by an indication of the reason e.g. oil contamination following an engine failure.

For track contamination, the following procedure should be adopted:

- COC/Race Control will instruct all points to show red flags / lights
- A Safety Car will be dispatched to perform an on-scene assessment of equipment required
- When all bikes have passed, the Sector IO should place marshals at the beginning and end of the contaminated area, to indicate the approximate length and width of the contamination. This will assist with the decision to dispatch recovery units with chemical treatment solutions and air blowers, jetwash equipment or the circuit sweeper lorry
- The Section IO should direct the marshal’s manual intervention until the arrival of support vehicles if requested
- The movements of support vehicles should be coordinated to complement the efforts of the marshals by both the section IO and chief IO
- The Chief IO and Section IO should maintain radio communication with race control and provide regular updates of progress and estimated time to completion.
- All equipment and personnel should be directed to a place of safety and the Safety Car should be the last vehicle to leave the circuit, indicating the circuit is ready for the event to continue.

Kilo seven - seven (major off-track emergency)

At major sporting events there is always the possibility of a major off-track emergency, such as, a bike hitting and injuring spectators, fire, explosion, collapse of building or grandstand etc. In these situations, there would be an urgent need for COC/Race Control to be made aware of this situation. The following protocol has been established where in the event of such an occurrence, Race Control can immediately be made aware, by the section incident officer transmitting "Kilo Seven Seven. This message might also be combined with another message e.g. Kilo Three Seven, Kilo Seven Seven, where for instance a bike has crossed into a spectator area with resultant casualties. This alerts Race Control there is a major off-track emergency that will almost certainly involve casualties and require additional resources and may require the Race Director to initiate the circuit major incident plan.

- A Kilo Seven Seven message **DOES NOT** mean a red flag situation and COC/Race Control will decide upon the best course of action.

Transportation Arrangements for Medical Personnel at an Event

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

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.

Minimum Medical cover must be recorded in the Inspectors Report for each circuit/track.

These medical resources can be set at two levels:

- i. 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.
- ii. 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 First Aid Liaison Officer and Chief Medical Officer will therefore determine before the date of the event 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.

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 racecourse. 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 RRAI/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.

NOTICE TO ALL PROSPECTIVE APPLICANTS AND CURRENT LICENCE HOLDERS (First time and Renewals)

To avoid any problems with your license application please ensure you achieve the following steps to ensure your license medical will be accepted quickly and you will receive your racing license with the minimum of fuss or delay.

You are required to complete the Medical Information Self Declaration truthfully.

The Eyesight Report should be completed by your optician or Doctor.

The Medical Report should be completed by your doctor and all three forms returned with your license application.

- i. An appointment for a medical examination is no longer necessary unless the information provided on the Medical Self Declaration and or the Medical Report indicate that further medical assessment is necessary.
- ii. Be realistic. General Practitioners (G.P.'s) are under increasing pressure and it is advisable to provide them with as much time as possible to complete the medical report.
- iii. It is also helpful to provide the doctor with the information notes for doctors which accompanies the medical forms.
- iv. Your annual license medical **MUST** be carried out by your registered G.P. A locum doctor in your family practice can carry this out if your doctor is on leave if doctor is working in your normal GP surgery and has access to your medical record and an official stamp.
- v. The **DOCTOR** must not only sign your form after completing the report but also **STAMP** the form with his/her **OFFICIAL STAMP**.
- vi. Sport medical reports from your doctor are not part of general medical services provided by the health service. A fee is therefore payable to your doctor for this service. You are responsible for the payment of any fee as determined by your doctor.
- vii. There are exceptional circumstances which allow a competitor to have an annual race medical done by a doctor who is not their registered GP however this doctor **MUST** have access to your medical records and again must stamp the form with their official stamp.
- viii. In cases where you have no option to attend a doctor who is not your regular GP please bring this letter with you to ensure the doctor knows they must have telephone or written contact with your registered GP to ensure there are no significant medical conditions that would prevent you being issued with your racing license.
- ix. Due to recent cases emerging of falsification of doctor's signatures and stamps by riders there will now be increased scrutiny of license applicants' medical forms.
- x. If significant medical conditions are declared on the self-declaration or in the medical report a medical examination or referral for specialist assessment may be required at your expense to fully determine your medical fitness to participate in motorcycle road race competition and events.

(To be completed by the Chief Medical Officer for the Event (or his/her nominated representative) in the event of an accident or similar incident during a road racing event (including practice) and/or there are concerns about the suitability of an individual rider's fitness to continue participation at the Event.

RIDER PERSONAL DATA

Surname: First name: Date of Birth:

Class: RRAI/MCUI Licence Number:

Race(s) entered:

Reason for concern about the suitability of the above rider's fitness to continue participation at the Event:

Before competing again, he/she must be examined to ensure he/she complies with the 'fitness to compete' requirements set out within the 'MCUI Code of Practice for Road Races' chapter on 'Medical Arrangements for Road Racing Events' and is medically FIT to control a motorcycle at racing speeds.

I, the undersigned, certify that I have examined the above-named rider and find him/her medically FIT / UNFIT (delete as appropriate) to compete in the following race:

Class of Race Event: Name of Course:

On Date:

Doctor Name:

PRINT NAME

SIGNATURE

Designation at Event E.g. Chief Medical Officer (or his/her nominated representative)

Date and time:

The form when completed must be given to the Clerk of the Course as soon as possible for distribution.

MEDICAL INFORMATION SELF DECLARATION FORM

Surname: First Name: Date of Birth:

Please answer all the questions honestly. Any false declaration may result in disciplinary action and permanent denial or withdrawal of your license.

Have you ever suffered from or been treated (or are suffering from or receiving treatment) for any of the following medical conditions? If yes, please provide details below.

- | | | |
|--|-----|----|
| 1. Loss of consciousness or blackouts, fainting, severe dizziness, vertigo, loss of balance | YES | NO |
| 2. Epilepsy fits or seizures from any cause | Yes | NO |
| 3. Neurological disorder such as MS, Motor Neurone Disease, TIA or Stroke | YES | NO |
| 4. A severe head injury which caused loss of consciousness or concussion | YES | NO |
| 5. Psychiatric illness, mental or behavioural disorder including alcohol or drug dependence or misuse | YES | NO |
| 6. Eye disorders affecting your eyesight including colour blindness | YES | NO |
| 7. Problems with the strength, feeling in, coordination of or use of your limbs | YES | NO |
| 8. Any abnormality of your limbs including amputation or loss of function or any other disability | YES | NO |
| 9. Diabetes – if so, please state below if treated by diet, medication or insulin and any complications | YES | NO |
| 10. High blood pressure, heart disease (angina, heart attack, abnormal heart rhythm) or circulation problems | YES | NO |
| 11. Blood disorders or abnormal bleeding? | YES | NO |
| 12. Surgical procedure or operation within the past 2 years | YES | NO |
| 13. Any tumours, or cancer? | YES | NO |
| 14. Any allergies to medicines or drugs? If so, please state below | YES | NO |
| 15. Are you taking any medication? If so, please list below | YES | NO |
| 16. Any other illnesses? | YES | NO |

If you have answered “YES” to any of the above, please list the details here including the date of diagnosis, tests, investigations and any treatment:

I certify that:

- i. The above answers are truthful and correct
- ii. I have not been prevented, on medical grounds, from taking part in any other sport.
- iii. I do not take any prohibited substances and/or methods as per the WADA list and do not abuse alcohol or drugs.
- iv. In case of an injury and/or illness I give permission to the Medical Staff to release any relevant information to the Clerk of the Course, my relatives and my representatives and to any doctors involved in my care.
- v. I will immediately inform the RRAI/MCUI and or the CMO of an event of any changes in my health through illness or injury that may adversely affect my ability to ride or compete.
- vi. I agree to details of my medical history being sent to the doctors of the RRAI/MCUI as part of my license application.
- vii. In case of emergency, I authorise any qualified person to administer necessary treatment, medical and or surgical including the administration of blood and blood products.
- viii. I agree to complete the online Flag and Anti- Doping Seminars

PRINT NAME:

SIGNATURE:

DATE:

<input type="text"/>	<input type="text"/>	<input type="text"/>
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(TO BE COMPLETED BY THE APPLICANT)

Surname:

First Name:

Date of Birth:

EYESIGHT REPORT (to be completed by your doctor or Optician)

To your optician

Please read these notes before completing this form for the applicant.

- The minimum corrected visual acuity must be 6/6 with both eyes open together. The minimum binocular field should measure 160 degrees horizontally and 30 degrees vertically. Double vision is not compatible with the issuing of a competition licence. The applicant, for any event except Trial, must have normal colour vision, in that they can distinguish the primary colours of red and green.
- Any fee for the examination and report is the responsibility of the applicant.

1. Uncorrected Vision	Right: 6/	Left: 6/	Binocular: 6/
2. Corrected Vision	Right: 6/	Left: 6/	Binocular: 6/

3. Is the applicant's colour vision normal?

YES

NO

4. Does the binocular field of vision comply with the above?

YES

NO

Please use this space to provide any additional details:

Name & address of optician/Doctor
(please use official stamp):

NAME

SIGNATURE OF DOCTOR/OPTICIAN

DATE

Surname: First Name: DOB:

MEDICAL REPORT (to be completed by your doctor)

To your doctor

- Please read the attached guidance notes before completing this form for the above applicant.
- An examination of the applicant is not required unless specifically requested.
- This report should be completed with reference to their medical history and records.
- Consent to provide the information in this report to the MCUI Medical Panel has been provided by the applicant as part of the license application.
- Any fee for this report is the responsibility of the applicant.

- | | | | |
|-----|--|-----|----|
| 1. | Are you the applicant's usual doctor? | YES | NO |
| 2. | If no, do you have direct access to and knowledge of their full medical history? | YES | NO |
| 3. | Has the applicant suffered from epilepsy, seizures or any other neurological condition? | YES | NO |
| 4. | Does the applicant suffer from any condition that may cause sudden loss of consciousness? | YES | NO |
| 5. | Does the applicant suffer from any condition that may cause sudden dizziness, loss of balance or coordination? | YES | NO |
| 6. | Is there a history or evidence of any neurological disorder? | YES | NO |
| 7. | Is there any condition affecting their eyesight or hearing? | YES | NO |
| 8. | Does the applicant have any physical abnormality or restriction of function of the limbs or any other physical disability? | YES | NO |
| 9. | Is there any history of heart or cardiovascular disease? | YES | NO |
| 10. | Does the applicant have hypertension? | YES | NO |
| 11. | Has a BP been recorded within the past 12 months? If so, please state reading below. | YES | NO |
| 12. | Is there any history of psychiatric or mental illness or behavioural disorder including alcohol or drug misuse? | YES | NO |
| 13. | Does the applicant suffer from Diabetes? | YES | NO |
| | If so, is there any evidence of retinopathy or neuropathy or other complication? | YES | NO |
| | If insulin dependent, are they subject to episodes of hypoglycaemia? | YES | NO |
| 14. | Does the applicant have any neoplastic disease that may be liable to metastasise? | YES | NO |
| 15. | Is the applicant taking medication? | YES | NO |

If the answer to any of the above is "YES" please provide further details:

Name & address of doctor (please use official stamp):

NAME

SIGNATURE

DATE

Any rider wishing to participate in motorcycle racing is required to apply to the RRAI/Motorcycle Union of Ireland (MCUI) for a racing or competition license. As part of the application, they are required to undergo a medical assessment to ascertain their physical and mental fitness to control a motorcycle to ensure the safety of themselves, other competitors, officials and spectators during an event.

- The medical requirements are very similar to those required for an HGV license or other Group 2 driving licenses.
- The medical assessment consists of a medical self-declaration by the rider, an eyesight assessment by an optician or Doctor and a medical report from their usual doctor.
- The report should be completed by a doctor familiar with or with access to the applicant's medical history usually their general practitioner.
- A medical examination is no longer required unless significant medical conditions are declared in the self-declaration or in the medical report.

Following review of the information by members of the MCUI Medical Panel this may require further, more detailed information to be provided or a medical examination to be undertaken in certain cases. It may potentially be necessary to refer the applicant for specialist assessment to determine their medical fitness to participate in motorcycle competition.

We are aware that such reports, provision of further information and examinations, if required, are not within the remit of the GP/GMS Contract and, as such, the review of the applicant's medical history and any associated medical examination, should this be required, **are subject to a fee which is the responsibility of the applicant.**

The medical assessment consists of three parts.

- i. The first is a self-declaration by the rider of any significant medical history.
- ii. The second part is a review of the rider's medical history to confirm that they do not, or have not, suffered from any significant relevant medical condition using the form provided and any current treatment and medication. Any significant conditions in the medical history or clinical examination should be stated on the form.
- iii. The third part is an assessment of their eyesight which is normally undertaken by an optician.

If any history or evidence of any significant medical conditions that may adversely affect the ability of the applicant to participate in motorcycle sport is reported this will be referred to the RRAI/MCUI Medical Panel for further consideration and review to determine if any further medical assessment is required. It is therefore essential that as much relevant clinical detail as possible is provided in such cases.

Following this it may be necessary to request further clinical information, to request a medical examination of the applicant or to refer them for specialist assessment as necessary and appropriate.

- Any fees payable for such further reports and examinations, if required, are the responsibility of the applicant.

Guidance Notes for the Doctor

The person to be examined is applying for a licence to compete in motorcycle sport events. Care should be taken to ensure that the applicant does not suffer from any condition which might result in sudden loss of control of his/her motorcycle thus endangering other riders, officials and spectators.

The controls of a motorcycle normally require the use of all four limbs. The applicant must be able to control his/her motorcycle at speed and under significant acceleration and braking forces. Competition places both physical and mental demands on the rider.

Eyesight

The minimum corrected visual acuity must be 6/6 with both eyes open together. The minimum binocular field should measure at least 160 degrees horizontally and 30 degrees vertically with no central field defects. This can be a simple confrontation visual field examination rather than formal perimetry testing. The applicant, for any event must have normal colour vision in that they can distinguish the primary colours red and green.

Limbs

The applicant should have sufficient power, co-ordination and sensation in their limbs to maintain full control of their machine. An applicant with an organic or functional loss of a limb or part of a limb may be referred to the MCUI/RRAI Medical Panel for further assessment.

Deafness

A licence can be issued to an applicant with impaired hearing, but not to an applicant with a disturbance of balance.

Diabetes

A well-controlled diabetic may be passed as fit to compete. They require evidence from their Consultant Diabetologist, or their own General Practitioner if they are not under consultant care, that the diabetes is normally well controlled, that they are not subject to hypoglycaemic or hyperglycaemic attacks (no significant episodes in preceding year) and that they have no neurological or ophthalmic complications associated with their diabetes and that they understand their diabetes, its monitoring and management.

Cardio-vascular system

In general, a heart attack or serious cardio-vascular disease would normally exclude a rider from speed events. Special attention should be paid to blood pressure and cardiac rhythm disorders. In such cases a certificate from a Cardiologist including the results of any test the Cardiologist considers necessary, must be provided with the medical assessment forms.

Neurological and psychiatric disorders

In general applicants with a serious neurological or psychiatric disorder will not be granted a licence.

Fits or unexplained loss of consciousness

A licence will not be issued if the applicant suffers from epilepsy, has suffered a single epileptic fit, or has suffered any episodes of unexplained sudden loss of consciousness during a period of 5 (five) years. If no other epileptic fit or other unexplained sudden loss of consciousness has occurred during these 5 (five) years, the applicant may be granted a licence.

Alcohol

A license will not normally be issued for applicants with an alcohol addiction or dependence.

Medication & Drugs

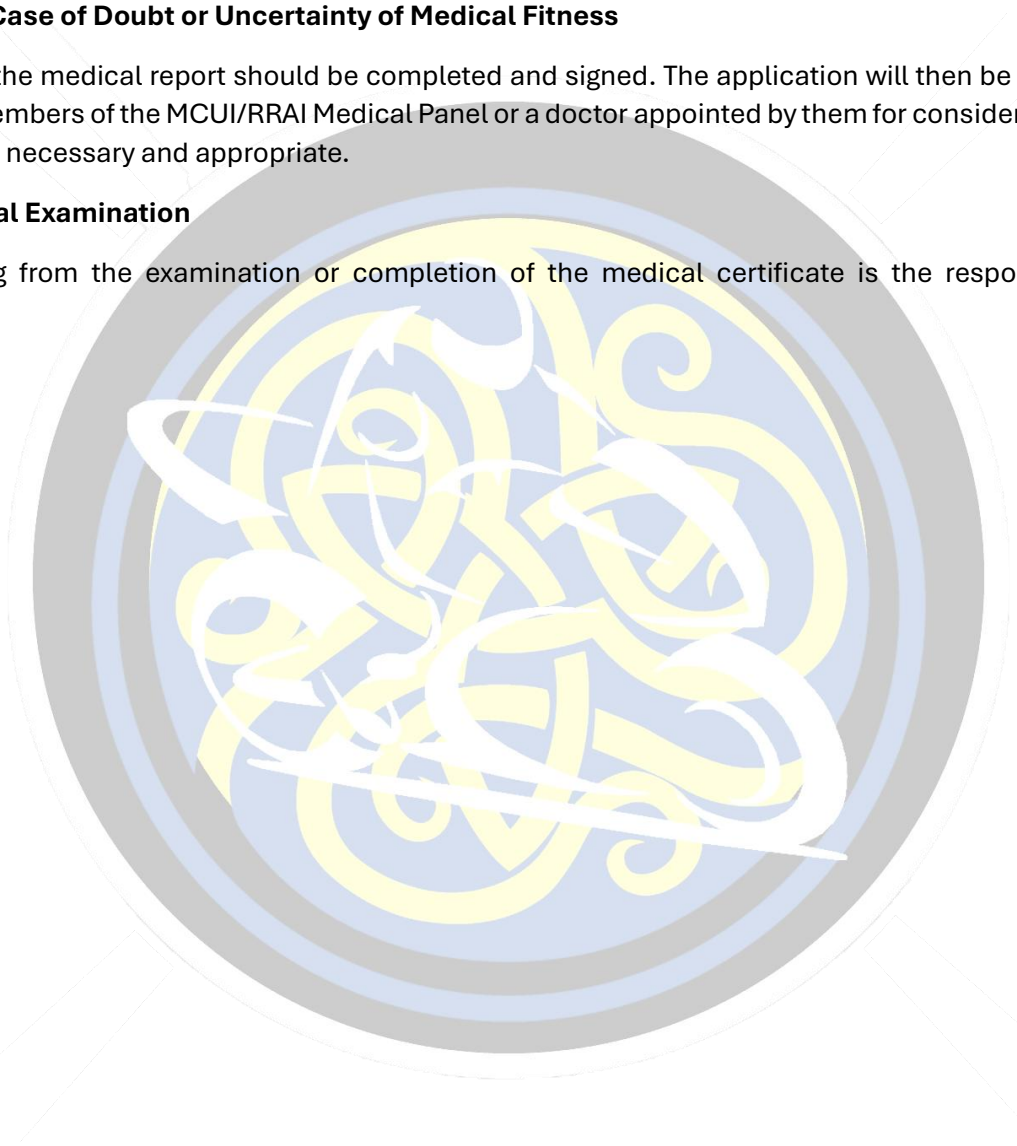
A license will not normally be issued to applicants if they are using medication even if they are legitimately prescribed with potentially adverse side effects including sedation, blurred vision, psychomotor retardation or other side effects that can adversely affect their ability to have full and complete control of a motorcycle in competition.

Procedure in Case of Doubt or Uncertainty of Medical Fitness

In such cases the medical report should be completed and signed. The application will then be referred to and reviewed by members of the MCUI/RRAI Medical Panel or a doctor appointed by them for consideration of further assessment as necessary and appropriate.

Cost of Medical Examination

Any fee arising from the examination or completion of the medical certificate is the responsibility of the applicant.



The communication arrangements at a Motorcycle Union of Ireland (MCUI)/RRAI motorcycle 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 motorcycle 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 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 RRAI/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 RRAI/MCUI should appoint a 'Communications Manager' with appropriate experience, expertise and who has knowledge of procedures at motorcycle road racing events. The Communications Manager should liaise with the Race Organiser when an application for a Track Certificate has been forwarded to the RRAI/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
- Communication between the Race Control Point and outside agencies who assist with communications (such as 'Raynet' in the Ulster Centre)
- 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 near 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/earpieces
- 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 near 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 overuse 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 rider's 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.



Background

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 motorcycle road racing events rests with the Race Promoter.

- The RRAI 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

Race and Event 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 motorcycles 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
- 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
- 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 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 always remain seated. 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 landowners 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.

Background

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, to identify the causes/likely causes and any contributing factors.

These investigations will enable the RRAI/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 RRAI/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 RRAI/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 RRAI/MCUI. The RRAI/MCUI should reference the incident with previous incidents and the findings of any investigations carried out. The RRAI/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 RRAI/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 RRAI/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 RRAI/MCUI accordingly. Candidates considered to have attained an appropriate level of competence should be accredited by the RRAI/MCUI. The RRAI/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 RRAI/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 RRAI/MCUI, and to any statutory authority authorised to investigate an accident in line with the procedures as set out in supporting documentation such as:

- Safety First Management Plan for Road Racing
- Critical Incident Policy and Procedures
- Code of Conduct for Road Racing 24

1. 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.
2. 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.
3. 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.
4. Incident Officers should liaise with the Senior Incident Officer, Clerk of the Course, the Senior Garda Siochana/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.
5. 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.
6. 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.