RALLY / ROAD

Tarmac Rally Standing Regulations

These regulations supersede any previously-issued Tarmac Rally Standing Regulations.

These regulations have been developed to provide uniform organisational and sporting regulation of tarmac rallies and, importantly, to maintain the highest practicable level of safety for the public, officials and those participating.

Given the level of public exposure that these events attain and their increasing popularity with competitors, this is a goal of vital importance.

In order to ensure the continued viability of Tarmac Rallying it may be necessary to limit automobile performance. Event design is already challenged by the capacity of competitors to exceed the maximum permitted average speed on many available roads. Without action, this situation will be exacerbated by increased levels of competition, together with automobile development (eg, tyres) which will increase speeds.

In special circumstances, the Australian Rally Commission may and on application vary aspects of these regulations.

1. TARMAC RALLIES

1.1 General

A Tarmac Rally as defined in Article 1.40 of the National Rally Code, shall be conducted in accordance with the International Sporting Code of the FIA, the National Competition Rules, the National Rally Code, these Standing Regulations and the Tarmac Rally Technical Regulations of CAMS.

A Tarmac Rally shall be conducted either as a Tarmac Special Stage Rally in accordance with the National Rally Code or as a Tarmac Targa Rally in accordance with the FIA approved regulations.

When a State Office first becomes aware of an event that may be classified as a Tarmac Rally, it shall inform the CAMS Manager – Rally.

If a more stringent condition is imposed by these Standing Regulations it shall take precedence over the National Rally Code or the FIA Targa Regulations as applicable.

Each event shall comply with the laws of the state in which it is conducted.

Each organiser is reminded that NCR 63 requires CAMS approval of the event regulations prior to their publication.

1.2 Status

Each event shall be conducted at National level unless ARCom approves a different status. An application to vary the status shall be made to ARCom at least six weeks prior to the publication of any information concerning the event.

1.3 Calendaring and approval

Each organiser must respect the calendar planning and event approval process of the State in which the event is to be conducted prior to applying for a date on the national calendar. Where a potential conflict is identified, additional consultation between ARCom, State Councils and State Rally Advisory Panels will be required.

1.4 Requirement for non-competitive activity

Each event shall incorporate a 'shake down' activity prior to any competition or the prologue. This shakedown shall be non-competitive (no timing/results) and may be conducted on an approved stage or other motor sport venue.

In special circumstances and upon application, ARCom may approve the use of a Prologue for this purpose where it can be demonstrated that the stage has a significantly lower risk than the competition. Organisers shall be required to submit a comprehensive Targeted Risk Assessment in such cases.

1.5 Safety (pace) notes

Safety notes are permitted in Tarmac Rallies. They are an aid to the driver and describe the nature of the road as perceived by the crew. They are separate from the Road Book issued by the organiser. It is not recommended that event organisers produce Safety Notes. Each crew shall be given the opportunity to reconnoitre the course in order to prepare and check their notes.

2. LICENCE AND APPAREL

2.1 Licence

Each crew member shall hold at least a National Rally Licence, in accordance with S"General REgulations of CAMS" in the CAMS Manual of Motor Sport.

Supplementary Regulations may provide for different licence requirements for associated non-competition

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or competition activity.

2.2 Apparel

Unless the Supplementary Regulations require a higher standard, each crew member shall wear apparel and a helmet in accordance with Schedule D in each special or targa stage.

An international event may have more stringent requirements in relation to apparel.

3. ELIGIBLE VEHICLES

3.1 Eligibility

Each automobile shall comply with the Tarmac Rally Technical Regulations (TRTR) and/or the Historic and Classic (Gravel) Rally Car regulations.

Subject to the approval of ARCom, Supplementary Regulations may allow automobiles not complying with these requirements.

ARCom may regulate automobile performance by nominating the classes/categories which are eligible for an event.

3.2 Technical Commissioner

A Technical Commissioner may be appointed in accordance with the NCR.

3.3 Parc fermé

The organiser shall provide a parc fermé at the end of the event until such time as cars are released by the Stewards of the Meeting.

4. OFFICIALS

4.1 Clerk of Course

The Clerk of Course shall hold a Gold Event Command licence or shall be in the process of being assessed to hold this licence under conditions set by the Australian Rally Commission (ARCom).

4.2 Tarmac Rally Safety Assessor

ARCom shall appoint Tarmac Rally Safety Assessor/s. Prior to the event, the Safety Assessor in conjunction with the organisers shall check that as far as practicable it will meet the safety requirements relating to the competitors.

An inspection of the course shall include the;

- suitability of each stage
- average speed achievable on each stage
- positioning of each stop point
- positioning of each SOS point

This inspection shall take place prior to the finalisation of the road book, although a draft shall be made available to the Safety Assessor during the inspection.

It is the responsibility of the organiser to meet any reasonable costs of the Safety Assessor whilst undertaking the task.

4.3 Event Checker

4.3.1 General: An Event Checker, approved by ARCom, shall be appointed by the organiser to each event.

The organiser shall obtain approval of the Event Checker from ARCom at least six weeks prior to the first planned check of the course.

It is recommended The Event Checker be changed periodically after having performed the role at an event a number of times.

It is the responsibility of the organiser to meet any reasonable cost of the Event Checker.

His duties include:

- the assessment of the course
- safety of the public, officials and the participants,
- approve the Safety Plan,
- public relations,
- the relationship with civil authorities,
- competitor expectations,
- compliance with the Standing and Supplementary Regulations,
- the assessment of the reconnaissance schedule to ensure minimal disruption to the public.

The Event Checker is responsible to CAMS. CAMS shall not issue an Organising Permit, until the Event Checker has confirmed the event has met his requirements.

4.3.2 Program: In consultation with the organiser, the Event Checker shall draw up a schedule of meetings and physical course checks. The Event Checker shall be present in Car 00, or whichever crew is responsible for the final confirmation that each stage is totally ready for competition to begin (ie, the stage is "Green").

The Event Checker shall advise the CAMS Manager - Rally of the progress of event preparation, particularly of any concerns that may have arisen and shall include a report after each physical course check. It is recommended that there be a minimum of two physical course checks, the last to be approximately three weeks prior to the event date.

4.3.3 Safety Planning: Each event shall have a safety plan as required by the General Regulations of CAMS.

In approving the safety plan, the Event Checker shall ensure its overall suitability for the event, and in

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particular:

- compliance with medical service requirements,
- adequate FIV/Ambulance coverage on each stage,
- appropriate location of SOS points,
- spectator safety,
- crew safety.

Spectator Safety

Each spectator point shall be carefully inspected and spectator control methods shall be assessed in accordance with the CAMS Risk Management Policy and the CAMS Spectator Control Procedures.

The Event Checker shall pay particular attention to adequate "run-off" areas, particularly where large concentrations of spectators are foreseen.

Refer also to Article 5.4 of these regulations.

Crew Safety

The course shall be checked with regard to crew safety. This may require modification of the stage.

The Event Checker must be satisfied that article 4.3.4, has been met prior to providing his approval for the issue of the Organising Permit.

4.3.4 **Documents:** The organiser shall provide the Event Checker with all necessary regulations, manuals, maps, instructions etc. as they become available. Draft Supplementary Regulations may be inspected by the Event Checker before they are submitted to the relevant State Office and CAMS Rally Manager for approval.

Service and spectator guides shall be checked for accuracy and ease of use. There may be some local requirements with which the Checker will need to become familiar.

4.3.5 **Day of the event:** An experienced Checker can be an asset to an event from his location in "00" or "000", whilst ensuring that:

- spectator points are safe and organised as discussed,
- the course of special stages is safe and can be interpreted easily by crews,
- the course is secure, with all personnel in place and no unauthorised personnel present.

The Checker's satisfaction with all the above then allows the Clerk of Course to be informed that the special stage is "GREEN"**.

The Checker is also responsible for ensuring that all amendments to the route are accurate and issued correctly.

****Note:** At Targa Tasmania and other events, this advice would be termed "BLUE" as Event Command issues the "GREEN" following confirmation of the presence of the FIV at the start of the stage by the Stage Commander.

4.3.6 **After the event:** The Checker should liaise with the organisers and competitors to identify any concerns that may have surfaced during the running of the event for addressing prior to the running of the next event. The Event Observer should be consulted as part of the process in an effort to ensure that event standards continue to improve.

4.4 Observer

The Observer is a integral part of tarmac rallying, to ensure continuity of performance by organisers.

The Observer will be appointed by the Australian Rally Commission, except where the FIA has appointed an Observer in the case of an international event.

The Observer will normally be required to be resident in a different State from that in which the event is being conducted, unless extraordinary circumstances prohibit this from happening.

The Observer's task is to observe all aspects of the conduct of the event and detail his observations on the Event Observation Report. Additionally, the Observer will note any matters which are considered necessary and will report the findings to the Australian Rally Commission.

The Observer is required to hold a debrief with the Clerk of Course either on the day following the completion of the event or at a later time by telephone after a draft report has been compiled and forwarded to the event organisers. During this debriefing the Observer will outline those areas of the report he believes may not have been apparent to the Clerk of Course and any other matters which the Observer considers to be worthwhile raising at this stage.

The Observer will then complete the written report and submit it to the CAMS Manager – Rally, who will in turn copy the report to the Clerk of Course and the Australian Rally Commission.

The Manager – Rally will write to the organisers regarding items which have been marked as "unacceptable" and will request comments regarding plans to improve these areas in future events.

The Observer must be presented with the facilities necessary to carry out his task effectively and efficiently.

4.5 Job descriptions for Course and Zero Cars

The following outlines the minimum requirements for tarmac rallies. Other more extensive course car arrangements may be put in place with the approval of ARCom.

Course and zero cars traversing the rally prior to the first car are some of the most important Officials of every event. They must be carefully chosen and possess the necessary experience, ability, leadership and commonsense qualities to make decisions and report to the Clerk of Course on the conditions of the route.

This is not an excuse for course and zero cars to test their rally skills. None of the course crews is to use safety/pace notes.

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Each course car must have a task and no extraneous cars shall be permitted on the rally course.

4.5.1 General notes for all Course and Zero Cars

ONCE THE ROAD HAS BEEN CLOSED THE COURSE MUST ONLY BE TRAVERSED IN THE DIRECTION STATED IN THE ROUTE INSTRUCTIONS.

The main objective of the crews in the course and zero cars is to ensure the course is set correctly and is safe for crews, Officials, spectators and the general public before the competition takes place.

Course car personnel shall rectify any on-course set-up problems immediately.

It is important for the course car crews to be courteous to all members of the public with whom they come in contact – they are a representative of the sport.

Throughout the running of the event, it is of prime importance that the Event Running Schedule is followed and that Rally Command is advised of the location of each course car at least at every control point. It is also good policy to report passing at the midpoint of major features (eg, towns etc) whilst traversing on a liaison section.

4.5.2 Advance crews (optional): These crews may be used to transport stage crews (in convoy) to their special stage from a designated meeting point.

They may also be used to assist the preparation of the stage for competition, delivery and placement of the stage equipment such as control signs, bunting and control paperwork, clocks and communication equipment etc.

These may also be used to assist the early preparation of the stage for competition; that is the securing of gateways driveway and spectator points.

They should also alert Event Command to any problems that may delay the preparation of the stage for competition.

Other crews may be nominated for specific duties such as the delivery and placement of chicanes.

4.5.3 Course set-up: Course set-up crews drive each stage as required by the Event Running Schedule (normally starting 90 minutes before Car 1 is due to start the stage but this may vary depending on the times of road closures).

They will ensure ALL personnel are in their designated locations and each sign is correctly placed. If a group or individual from a stage team is late arriving or incorrectly located, the crew should ensure that they are able to be located in position by another official or "hold back" and place them correctly before the first of the "ZERO" cars arrives.

The crew shall check that all Control Officials are ready for the arrival of "000" and that each official understands their duties. At this point it is important that the crew in the Course Car are able to answer any questions that the Officials may have regarding their duties.

The crew shall ensure that the stage security (placement of road closure tape etc) is either being carried out (and would be completed by road closure time) or has been completed.

The crew shall place in the correct position any warning signs (caution signs or direction arrows and in some cases care and danger signs) that may be required within a stage.

The crew shall advise any following course vehicles of any problems they may be required to look at.

On completion of the stage, if the stage is set up, all personnel are "set up" in position and are ready to receive "000", advise the Command that the stage is "SET UP".

The set-up vehicle should carry the following equipment:

one full set of stage signs, bunting, and road closure signs.

4.5.4 "000" Triple Zero (preferably a Police Car): The "000" crew shall drive each stage as required by the Event Running Schedule (starting as close to the nominated road closure time as possible – normally one hour) with bar lights and siren in operation to notify residents and spectators that the road is now officially closed for competition.

The "000" crew shall book in and out of every control in the same manner as a competing crew, to ensure procedures are carried out in accordance with the Regulations, paying specific attention to communications between the Flying Finish and the Stop Point. This is also intended to assist control officials with understanding their task prior to the arrival of the competition automobiles.

The crew shall confirm that all personnel are in their designated locations, all signs correctly placed and no unauthorised personnel are on the course; ie, ensure the special stage is secure.

"000" will place a "Notice to Driver form" under the windscreen wiper of all unaccompanied vehicles parked on the roadside of a competition stage informing the owner that the vehicle must not be moved until the road is re-opened. It is important that a time for the road to be re-opened be included on the form.

The "000" MUST carry the following equipment: spare clocks, rally signs, and bunting.

4.5.5 "00" Double Zero: The "00" crew shall drive each stage as required by the Event Running Schedule (normally starting 20-30 minutes before the start time of the first competitor).

The co-driver of the "00" car would normally be the Event Checker.

The "00" crew shall ensure that the stage is 100% secure and ready to run in every aspect, paying specific attention to the safety of designated spectator points and road closures and that all emergency vehicles are in place. It is important that any problems be immediately rectified after consultation with the Clerk of Course.

The "00" crew shall confirm the synchronisation of each clock.

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The "00" crew shall book in and out of every control in the same manner as a competing crew to ensure procedures are carried out in accordance with the Regulations.

At the completion of the stage and only if completely satisfied, the "00" crew shall advise Command that the stage is "GREEN"**. (**Note:** If some items still require finalising it is then up to the Command Centre to declare the stage Green when these items are completed)

This vehicle should carry spare clocks, arrows and caution signs and bunting.

4.5.6 **"0" Zero:** The "0" crew travels along the entire course starting each competition stage at the minimum three minutes before the first competing vehicle or such gap which will ensure that the "0" is not caught by the first competing crew on the competition stage.

The "0" car is to prepare everyone on the course for the first competing car and the crew should drive the stage quickly but safely on the competitive line although not at full competition speed.

The "0" car must be comprised of a very rally-experienced driver and co-driver who have an intimate knowledge of the event. The "0" car shall be capable of safely maintaining the running schedule without the need to be driven hard. It is recommended that the vehicle be a prepared competition vehicle.

The "0" crew shall conduct the final check of all clocks, and all Officials.

The "00" crew shall book in and out of every control in the same manner as a competitor to ensure procedures are carried out in accordance with the Regulations.

This vehicle must be fitted with bar lights and a siren that will be operating when passing through a competition stage.

NOTES

1. In some cases it is not practicable to have this many course cars. This being the case the "000" car and "00" car can be combined into one, and the duties of both these crews must be carried out by the one course vehicle. In this instance, events may choose to use the "0" car to "GREEN" the stages, requiring the "0" car to be at the end of the stage prior to the start time of the first car (this is not recommended but if this is the case then the "0" car must travel at a slower pace allowing for unexpected encounters).
2. Once a Stage has been declared "GREEN" the only vehicle which is authorised to enter the stage is the "0" car.
3. The number of vehicles running over the course after the roads have been closed should be kept to a minimum. This relates in part to the potential for accidents/problems being increased. It is not normal to have back-up vehicles running over the course.
4. The "0", "00" and "000" cars must use the same Time Card as used by competitors and must complete all official paperwork at each control in exactly the same manner as the competitors.
5. The course car crews should be counselled to ensure that they do not drive in a risky manner so as to ensure that they are not involved in an incident which could reflect badly on the event organisation and CAMS.

4.6 Officials' costs

The following schedule lays out responsibilities for the costs incurred by various officials:

4.6.1 **Stewards:** CAMS provides travel to and from an event and accommodation.

Organisers provide transport (and fuel) at an event.

Stewards may be invited to the Presentation at the discretion of the organisers, and shall at least be offered the opportunity to purchase a ticket.

4.6.2 **CAMS/ARCom Observer:** CAMS provides travel to and from an event.

Organisers provide non-share accommodation and a vehicle (under the control of the Observer) with a distance measuring device.

The Observer is to be invited to the Presentation as this is part of the assessment.

4.6.3 **Tarmac Rally Safety Assessor:** All costs involved with the Safety Assessor checking events are the responsibility of the organisers; these costs are not included in the permit fee.

4.6.4 **Technical Commissioner:** All costs involved with the Technical Commissioner attending events are the responsibility of the organisers; these costs are not included in the permit fee.

4.6.5 **Clerk of Course Observer:** If appointed, all costs of the Observer of the Clerk of Course (for the purpose of upgrade to Gold Event Command licence), including travel and accommodation, shall be borne by the organiser of the event requesting such an observation.

4.6.6 **Event Checker:** Although the appointee must be endorsed by CAMS, the Event Checker is an event official and costs relating to the duties of the Event Checker shall be borne by the organisers.

4.6.7 **Apparel:** Each CAMS official is expected to wear CAMS apparel where issued and it is not a requirement for the organisers to issue event apparel to these officials. However, if the organisers so desire, there is no prohibition on the issuance of such apparel to CAMS-appointed officials.

4.7 Accreditation

Several officials shall attend each event:

- CAMS Stewards
- CAMS Observer
- Tarmac Rally Technical Commissioner

The CAMS Manager – Rally, other CAMS staff, members of ARCom and/or the Tarmac Rally Working Group shall also attend events from time to time.

When attendance has been indicated in advance of the event, it is a requirement that those mentioned above be issued accreditation/passes by the organisers, which allows access to all sporting aspects of the

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event.

It would be envisaged that access passes will be provided to organisers of other events, should they be in attendance.

It should be noted that the Board of CAMS and State and National Managers and other CAMS permanent staff are issued with CAMS Event Access passes. This pass incorporates a photograph of each holder and is not transferable *(example of 2009 pass follows).*

CAMS Event Access Pass example

5. SAFETY

Each event shall comply with the relevant aspects of Appendix III of the General Prescriptions Applying to all FIA Rally Championships, Trophies, Challenges or Cups, as approved by ARCom. Refer Appendix 1 of these regulations.

Each event shall have a Chief Medical Officer who shall be an authorised medical practitioner or a Medical Services Manager as per 6.1.1.

5.1 Special Stage Security

The security of each and every special stage in the event is of the utmost importance. Organisers must not compromise in the areas of physically barring unauthorised vehicular entry to the special stage, and in ensuring that the public are properly restrained in the designated spectator areas. The issues of public and competitor safety must be properly addressed to ensure the continuance of this sport as we know it.

The ramifications of an accident between a competitor on a special stage and a member of the public could have far reaching effects on the sport of rallying. By its very nature, the sport may be more prone to this type of accident than other form of motor sport, especially as it relies heavily on the support of local authorities.

5.1.1 Event planning: Organisers must consider stage security as a major factor when choosing special stages for an event, taking the following into account.

(a) If possible, avoid the use of stages which would clearly have everyday public access and which the public have a habit of using for recreation on weekends or public holidays.

(b) Do not plan to use a stage that would use too many human resources in the form of road closure officials. If there is any doubt about an event's ability to provide comprehensive security on a particular special stage, change the event design to avoid the problem; for example, by looping a stage, even partially, a substantial reduction in the number of road closures can be achieved.

5.1.2 Public information program:

(a) Requirements across the different states of Australia vary, but as a minimum, place signs of a dimension 594 x 420mm (A2), or larger, on all major special stage access roads **at least four weeks prior** to the event. These signs should detail dates and times of the reconnaissance (if applicable) and the rally and should contain a contact phone number for the organising body.

(b) Ask the local authorities for a list of lease-holders in the affected areas. These must all be advised in writing of the proposed road closures.

(c) The organisers should obtain the agreement of every resident along a planned special stage and/or the approval of the relevant authority (eg, local Council). Avoiding the use of stages with "weekend" cottages and the like may be necessary, as the owners' agreement may be difficult to obtain.

(d) Advise, by "letterbox drop" or similar, all the residents on liaisons where volumes of traffic are to be higher than normal, emphasising that the crews will be obeying the relevant state road laws or other additional requirements which the organisers may place upon crews.

(e) Pay special attention to the concerns of the public near the route in well-known sensitive areas. If possible, avoid areas where there is a history of residents' concern.

(f) Advertise in local papers; the publicity could provide many of your road closure officials whilst alerting the local community to your event.

5.1.3 Officials - road closure:

(a) The organisers shall provide each road closure official with the paperwork to reinforce their authority; eg,

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CAMS permit, police permit, road authority permit and other approvals as required by local authorities.

(b) The organisers shall provide vests, caps etc for officials to wear wherever possible, as these are a valuable aid to the official's authority in dealings with the public.

(c) The organisers shall brief road closure officials to diplomatically ensure that the public cannot and do not access the route of a competitive Stage. A useful tip is to persuade an aggressive member of the public to at least wait with you in a safe location to see a competing car on the stage, to help them understand the danger.

(d) The organisers shall ensure that road closure officials understand that access to the stage must be physically blocked, sometimes with their own vehicle, and that the placement of this vehicle and associated bunting may be vital.

(e) Road closures should be apparent to the course and zero cars, as much time can be wasted by these cars delaying in ensuring that all personnel are in position and the stage is secure.

(f) Anyone at a road closure (including the officials) should stand in a safe position.

5.1.4 Preparing the Special Stage:

(a) The Stage Commander can lightly tape off all minor tracks, internal roads and dead-ends. An inspection of the tape later can be a valuable pointer to identifying potential problem areas. This tape should be placed at such a height so as to be broken by unauthorised vehicles, and should be in place before the reconnaissance commences.

(b) The stage start and finish shall be physically blocked to unauthorised traffic up to three hours before the start time for Car 1, and ensure that road closures are in place along the route, ready to be checked by the passage of the first course car, usually 60 to 90 minutes before the start time for Car 1.

(c) If the stage includes a spectator point, then the relevant procedures from these organisational requirements and the Rally Spectator Control Document must be followed.

(d) The Stage Commander shall ensure that all communications are functioning as planned.

(e) Following the starting of the first course car into the stage, ensure that only those vehicles and personnel detailed on the Event Running Schedule are permitted to enter the stage, unless specifically authorised by the Clerk of Course, and the passage of all such vehicles (Stewards, Observers etc) must be monitored and recorded.

(f) Special procedures need to be in place to allow the media, especially television crews, to access their desired locations, sometimes this access may have to be via the controls.

5.1.5 Running a Stage:

Any report of unauthorised vehicles on the stage after it is closed must be passed immediately to the Stage Commander for action and reporting to the rally command centre. It is not normally possible to provide communications at all road closures, however potential trouble spots (eg, busy access roads) should ideally have communications on the intra-stage system or to the command centre. A mobile telephone belonging to the official on the spot can be utilised provided that a clearly-defined emergency number is available at the command centre.

5.1.6 Road closure standards:

(a) **Code for levels of road closures**

The final nomination of the level of a road course standard at any location is to be made by the CAMS Checker.

Standard 'A' – Major Road Intersection - where numerous public vehicles can be expected

Standard 'A' road closures are to be set up using a barrier or barricade *fully across* the intersecting road, with a tape and road closure sign across the road 25m prior to the barrier or barricade. A Senior Road Closure Official is to be appointed to be in control of the location, and three or four road closure officials are to be stationed at the intersection.

Standard 'B' – Minor Road Intersection – where public vehicles can be expected

Standard 'B' road closures are to be set up with an obstacle across the intersecting roadway, with a tape and road closure sign across the road 25m prior to the obstacle. A Senior Road Closure Officials is to be appointed in control of the location, and one or two road closure officials are to be stationed at the intersection.

Standard 'C' – Road or Track with a Number of Houses – where a road or track leads to a group of houses, the residents of which are aware of the stage being conducted

Standard 'C' road closures require a tape and a road closure sign across the road or track, with a road closure official present.

Standard 'D' – Road or Track Where No Public Vehicle Expected – where no public traffic is expected

Standard 'D' requires a tape and road closure sign placed across the road or track.

Barricade is defined as rails on stands, hay/straw bales, vehicles, wide webbing, tree log, large rocks (but not as tape); a barricade is to be set up to ensure that an approaching vehicle must stop and cannot get past the barricade. The term is not to be confused with 'barrier'.

Barrier is defined as being constructed of solid material (eg, concrete, steel but not hay/straw bales) capable of stopping or deflecting a vehicle travelling at speed. The term is not to be confused with 'barricade'.

(b) **Tapes**

Use of tapes should be standard for all tarmac rallies to provide consistency for crews. The system used in Targa Tasmania and Classic Adelaide was offered as the standard to be adopted:

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The standard for setting up tapes at the intersections on town stages is as follows (and this standard is to be adopted in the principle for road stages).

Tape Standards		
Tape A		**white with red diagonal stripes, 75mm wide – no spectating**
Tape B		**green with white diagonal stripes (75mm wide) – spectators can stand behind this tape**
Tape C		**red/orange roadworks mesh, 750mm wide – spectators permitted**
Tape D		**yellow/black, 75mm wide 'drivers' tape – no spectators**
Tape E	RESTRICTED AREA KEEP OUT	**yellow with black wording ('Restricted Area Keep Out') – used for taping driveways, roadways, etc**

SPECIAL NOTES:

1. No straight-on town stage is to exceed 0.5km without a chicane being put in place
2. Tapes are to be erected so that spectators can read any words (if the tape is only printed on one side)

Rally Tasmania disputes that 'it was agreed' that this standard be adopted.

Note: This standard is under review and an alternative taping protocol may be approved by ARCom upon application.

(c) **Tags**

Tags warning anyone approaching Tapes A and D are to be attached to the tape, and these are to be A4 size, and be of a water- and tear-proof material.

5.2 Super Special Stages

"Super special stages", sometimes referred to as "Spectator" or "Town" stages, may be run as part of a tarmac rally, subject to approval by the Checker and CAMS.

Plans for such stages must be submitted to CAMS six weeks prior to the event.

No straight-on town stage is to exceed 0.5km without a chicane being put in place.

5.3 Stages run on licensed Speed Event (and Race) Venues

Stages run on CAMS-licensed speed event venues shall be run in accordance with the CAMS-issued track licences. If part of such a venue is to be used, it shall nevertheless be used in the direction of travel approved by CAMS and as detailed in the track licence document.

5.4 Spectators

Spectator safety is of paramount importance.

The CAMS Rally Spectator Control Procedures apply to all tarmac rallies and each event must comply with this document. Copies are available from CAMS offices.

If relying on safety barriers for direct protection of spectators, only safety barriers appropriate for the conditions at hand (such as speed of vehicles, angle of impact, vicinity of spectators etc) may be used. Barriers must be proven to be capable of arresting a vehicle travelling at the speed of the vehicles at that point of the course.

A suitable space must be provided behind such barriers where no spectators are permitted, as there can be significant deflection of a barrier when hit, the degree of which varies depending on the type of barrier used.

The spectator area plan/s shall be reviewed and physically inspected by both the Checker and another person in the event organisation who has had no responsibility for its development.

The treatment of each specified spectator location by event organisers shall be subject of a risk assessment in accordance with the CAMS policy.

5.5 Average speed

Course design should take into account the principle that no stage on a tarmac rally should exceed 132km/h in average speed.

On roads which will likely result in higher average speeds, measures can be taken to reduce average speeds. These ideally should be located in such a way so as to reduce top speeds, reduce entry speeds into corners which would otherwise have high-speed braking beforehand, and/or have some other feature which may deem the corner 'difficult'.

Such measures should be discussed with and approved by the Safety Assessor. Advance warning of their possible inclusion should be included in the supplementary regulations of the event.

If a method not presently approved is intended to be implemented by the organiser, approval is required

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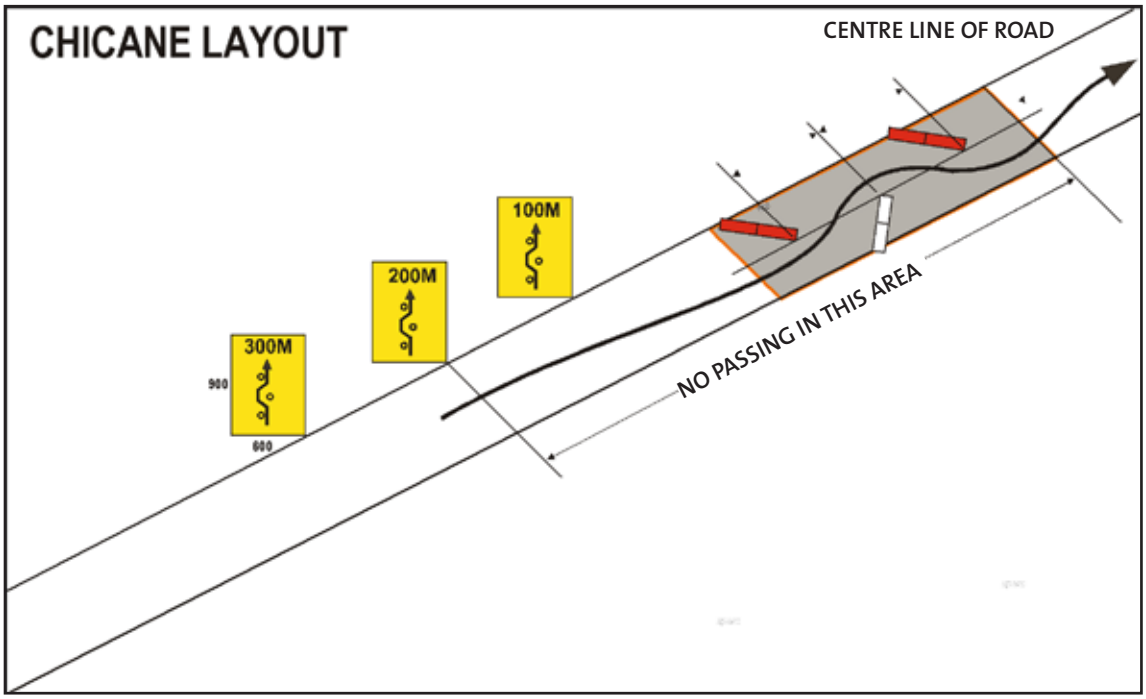
from ARCom. At least two working weeks should be allowed for such an approval, if all necessary information, diagrams etc are provided in electronic form at the point of application or otherwise a longer timeframe may be required.

If the maximum permitted average speed in a tarmac rally stage is exceeded, then that stage will not be approved for inclusion in the event the following year unless some measure has been taken that would likely result in the reduction of the average speed of any competing car to below the maximum allowed.

ARCom flags that, in the future, penalties may apply or stages will need to be cancelled for the purpose of competition, if the average speed limit be exceeded.

Currently approved methods of speed reduction on a Special or Targa Stage

5.5.1 Chicanes



Each chicane shall be laid out in accordance with the above diagram.

It is permissible to include a 'double chicane' – ie, a chicane which includes additional barrier/s, set out in the same format, but in addition to those outlined above. This will have the effect of further reducing speed.

Chicanes are configured in this manner with a view to ensuring consistency for competitors who are competing in such events across the country.

Water barriers are the recommended 'medium' for the construction of chicanes. Hay bales may be used as an alternative, provided they are colour-coded in the same manner. 'Shrink wrapping' of hay bales should be considered.

The use of bollards with one side of the chicane in red, yellow or orange, and the other white, is also an acceptable medium for the construction of chicanes.

The height of each chicane should be no more than approximately 900mm, so as to enable appropriate visibility through the chicane.

Other methods may be considered upon written application.

5.5.2 Restricted speed zones: Restricted speed zones (or average speed sections) may be included and shall take the following format:

(a) The speed restriction zone will be exactly "____" km long.

(b) The maximum average speed permitted through the zone is "____" km/h *(to be set by the organisers and approved by the Checker).*

(c) A timing system will be used to determine the average speed of vehicles through the zone (which must not exceed the maximum outlined in (b) above).

(d) The minimum time allowed for a vehicle to pass through the zone will be "____" minutes "____" seconds.

(e) A radar gun may also be used to detect the speed of vehicles and the operators of this gun will be Judges of Fact.

(f) Approach warning boards will be erected at 300m, 200m and 100m.

(g) Overtaking is permissible within the speed zone where there is a significant speed difference between vehicles. Vehicles must not accelerate to overtake a vehicle in front of them and then slow so as to impede that vehicle's progress. Officials appointed by the organisers will be Judges of Fact and will observe any overtaking activity deemed to be inappropriate, such as contact between cars, driving off the road surface

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etc.

(h) The start and finish of the zone will be designated by boards: "Start Speed Limit" and "Finish Speed Limit".

(i) Vehicles must not stop at any point within the zone, and must maintain a close to constant speed through the zone, and must not slow dramatically within the zone.

The following penalties will apply:

- For exceeding the speed limit of the Restricted Speed Zone – 10 minutes.
- For any vehicle exceeding 30km/h above the set limit of the Restricted Speed Zone – offenders will be subject to a hearing to be conducted by the Stewards of the Meeting, who may apply a penalty of up to exclusion from the event.
- For stopping or dramatically slowing within the zone – 5 minutes.
- Inappropriate overtaking – 5 minutes.

Alternative penalty scales may be approved.

This wording must appear in the supplementary regulations of the event or in a subsequent bulletin.

5.5.3 **Maximum speed limit:** The organisers may impose a maximum speed limit, which shall be detailed in the supplementary regulations.

The supplementary regulations shall specify the penalty scale for exceeding this speed limit.

Competitors are encouraged to make provision in the competition automobile for some form of speed warning for the benefit of the crew.

5.6 Accident investigations

Any accident involving a fatality or serious injury must be the subject of a report to the Australian Rally Commission.

An initial report is to be prepared by the appointed Chief Steward of the event in conjunction with the Clerk of Course, Chief Scrutineer, Technical Commissioner (if present), the Chief Safety Officer, the Chief Medical Officer and, where possible, a representative of the police or similar authority.

The report shall examine all aspects of the accident to the extent possible. It is recommended however that conclusions as to the cause *not* be drawn at this time as a more comprehensive investigation may ensue.

Copies of any videos, photographs and communications logs relevant to the accident shall form part of the report. Where possible the Stewards should obtain a copy of any video of the incident (including on-board) and also a copy of any pace/safety notes being used by the crew.

Where deemed appropriate, CAMS will instigate a further investigation, and organisers are required to provide any relevant information that the investigation panel may request.

5.7 Flying finishes

Flying finishes must comply with the following provisions:

- The flying finish shall be positioned on a straight section of road.
- Unless there is a specific reason, approved by the Checker, the yellow warning board must also be so positioned.
- The flying finish officials must be back far enough to guarantee their safety, and placed in such a location as to be safe from flying stones and other debris.
- *It is prohibited to locate officials on the outside of a corner unless there is protection in place to ensure their safety, in which case the Checker will apply to the State Office for a waiver, and provide supporting evidence.*
- It is strongly recommended that 200 metres of straight road be provided as a runoff to the stop point.
- It is strongly recommended that the flying finish should be located in an uphill location rather than a downhill location.
- It is strongly recommended that the stop point should be visible from the flying finish.
- The flying finish must not be located just after a crest or be adjacent to any other hazard out of the ordinary.
- Checkers are instructed to pay particular attention to hazards that may exist just after the flying finish (in the lift-off area when the vehicle is most unstable), such as large trees, large fence posts, uneven grids, banks with steep drops, or banks that can be easily mounted etc and avoid them wherever possible.

5.8 Positive tracking

Each event must use a positive tracking system for competing cars, as defined in the National Rally Code.

6.1 Medical requirements

6.1.1 Each event is to nominate a Chief Medical Officer if this person is a medical practitioner or, if not, a Medical Services Manager. This person must be present at the event and is responsible for managing all medical resources. He/she will be involved in devising the Safety Plan.

6.1.2 A First Intervention Vehicle (FIV) or an Ambulance for every stage being run concurrently is required. 'Civil' ambulances may only be allowed if it is certain that the vehicle is able to traverse the stages. The FIV crew must consist of at least two (2) persons, which include an individual trained in resuscitation/trauma management with appropriate medical equipment, together with a fire fighter who is trained in rescue and resuscitation.

For longer stages (>15km), additional FIVs should be located at intermediary points on the route.

The FIVs/ambulances may "loop" or progress through the event provided that all special stages have FIV/ambulance coverage whenever that stage is active. No special stage may start, or resume after an interruption, unless the appropriate number of FIVs/ambulances are present.

6.1.3 A separate fire/rescue vehicle with rescue equipment and appropriately-trained personnel must be

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located centrally, unless these facilities and personnel are included in each FIV.

6.1.4 Where FIVs are used, an ambulance is to be stationed at a central location, unless the event is close to an ambulance depot in which case they shall be notified of the event. Ambulances should be no more than 30minutes' driving time from the most remote point on a special stage.

6.1.5 All rescue operations requiring the despatch of a medical vehicle are to be initiated following a specific order from the Clerk of Course. Any evacuation should be carried out using the routes and hospitals described in the Safety Plan.

6.1.6 It is recommended that medical services for the public should be provided wherever spectator areas managed by the organiser are made available. These services shall be under the direction of the Chief Medical Officer (or Medical Services Manager).

6.2 Safety plan

6.2.1 A Safety Plan must be produced and include the following information:

(a) the location of Rally Headquarters,
(b) the names and contact information for the Clerk of Course, Deputy Clerk of Course and Chief Medical Officer (or Medical Services Manager),
(c) the addresses and telephone numbers of the various safety services including, but not limited to, police, hospitals, emergency medical services, and fire fighting services,
(d) full event itinerary,
(e) procedures for tracking competing vehicles,
(f) safety plan for each special/targa stage.

6.2.2 The Safety Plan for each special/targa stage must:

(a) list all key officials and emergency services for the stage (including contact information),
(b) include a detailed map of the special stage indicating the location of FIVs/ambulances and radio points,
(c) provide instructions for intervention,
(d) define evacuation routes, and
(e) identify the hospitals which will be used in the event of an emergency.

6.2.3 The Safety Plan should address issues related to the safety of the public, competing crews and officials.

6.3 Requirements for First Intervention Vehicles (FIVs)

Each FIV shall:

(a) be crewed by personnel trained in resuscitation/trauma together with a fire fighter who is trained in rescue/resuscitation,
(b) have a designated running schedule which maximises the efficiency of the FIVs which must be included as part of the published Event Safety Plan,
(c) be in constant radio contact with Rally HQ,
(d) carry one complete medical kit as listed below,
(e) carry a minimum of two (9kg or 9 litre) fire extinguishers,
(f) be suitable to be able to traverse the stages in all weather conditions.

6.4 FIV Stage safety check

To provide the last competitor with the protection of another vehicle close behind them, the FIV should proceed through the stage two minutes after the last competitor at a safe pace.

This will ensure that the last crew has a vehicle checking on them even if the sweep car is delayed and the FIV can provide early medical intervention in the event of an accident that may have occurred late in the running of the stage.

This will also allow the FIV medical crew to check on the status of any competitors who have had accidents during the stage, before the road is opened to normal traffic after the Sweep car has passed.

Note: It is the responsibility of the paramedic or doctor attending an incident to provide to the next Stewards' Meeting an Accident and Injury Report for every incident attended.

6.5 Medical kits

The following medical equipment be carried in the FIVs (this list is the minimum requirement and is not restrictive):

Airway:

- portable suction machine with a selection of "Y" and Yankeur suction catheters
- oxygen delivery system – minimum "C" size
- adult high-concentration and 2 x 40% therapy masks
- a set of adult Guedel Airways
- Nasopharnygeal Airways size 7 x 2
- silcon resuscitation bag with oxygen resevoir
- size 5 and size 3 resuscitation mask
- set of endrotracheal cuffed tubes with 2 x size 7, 2 x size 8
- mini-tracheotomy device x 2 – Medical Officer only

Cervical spine:

- set of rigid adult cervical collars
- spinal back board with belts

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- KED extrication device or similar – desirable

Circulatory support:

- intravenous infusion sets x 4, including: - IV giving sets
  - IV cannulae – size 14, 16, 18 and 20
- Hartmanns solution 500ml x 2
- normal saline solution 500ml x 2
- sphygmomanometer and stethescope
- chest decompression – set x 2

Dressings:

- selection of dressings, including 10 large field dressings
- burns dressings

Drugs:

- to be supplied by the doctor or paramedic at their discretion but should include drugs for respiratory problems, cardio-vascular problems, analgesic or spasmolytic drugs, sedatives, steroids and drugs for intubation and anaesthesia.

Miscellaneous:

- shears to cut through harnesses and overalls
- set of small hand tools
- set of seat belt cutters
- 1 x sharps container
- set of air splints
- defibrillator – desirable
- emisis bags
- emergency space blankets
- sterile and non-sterile gloves
- appropriate CAMS paperwork

7. START ORDER

The start order of a tarmac rally where the relative speeds of the competitors is substantially unknown (unlike the ARC, where a comprehensive seeding list is maintained) may be determined by "Prologue".

A Prologue shall be a stage conducted in accordance with the requirements set out in these regulations, prior to the start of the competition, where all competitors will be timed and the time achieved shall be used to determine the start order of the competition proper.

8. MEDIA

Media shall be accredited in accordance with the Tarmac Rally Media Code of Conduct, which is available from CAMS.

9. ADDITIONAL EVENTS & ACTIVITIES

To increase the appeal of an event to a wider market, the following activities may be permitted as additional parts of a competitive rally, subject to approval by CAMS:

9.1 "Non-Competitive Rally"

Sometimes referred to as the 'Thoroughbred Sport'. Such activities shall be held in accordance with the FIA regulations for Parades (refer Article 22B of the International Sporting Code), and the following:

- All safety requirements for the competitive rally are to be met.
- No official or unofficial timing is permitted.
- No results are to be produced.
- National Rally Licence or higher is required by all participants.
- Maximum of two crew members.

9.2 Parade

To be held in accordance with the FIA regulations for Parades (refer Article 22B of the International Sporting Code), and the following:

- Identification numbers are permitted.
- Driving restrictions are to be imposed, monitored and enforced.
- Maximum speed to be set by ARCom, normally no higher than 110km/h (possibly less), on the basis of the roads being utilised. It is noted that the FIA regulations require that Parades be run at moderate speed.
- No official or unofficial timing is permitted.
- No results are to be produced.
- Stages must be in competition-ready configuration.
- Helmets must be worn by all participants whilst on any stage, in addition to neck-to-wrist-to-ankle clothing and suitable footwear.
- Minimum National Rally Licence is required for driver, Level 2S Licence for non-driving vehicle occupants.
- Maximum of two crew members.

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9.3 Tour (sub-group of Parade)

The Tour shall be a sub-group of Parade, subject to Article 22B of the ISC, and the following conditions:

- To be run in groups of a maximum of 10.
- A course car must open and close each group, and shall regulate the speed of the activity.
- Not to exceed posted speed limit.
- Driving restrictions **are** to be imposed, monitored and enforced.
- Level 2S Licence or higher is required for all vehicle occupants.
- The wearing of helmets is optional.
- Number of crew **is** not to exceed legal carrying capacity of the vehicle.

9.4 Average speed division

- To be run in accordance with National Rally Code and Touring Road Event Regulations.
- Not to exceed posted speed limit and/or 60km/h average speed, unless a higher average speed of up to 90km/h is specifically approved (and confirmed as suitable) by the Checker having duly considered the nature of the course.
- Driving restrictions **are** to be imposed, monitored and enforced.
- Level 2S Licence **is** required for all vehicle occupants.
- The wearing of helmets is optional for events up to 60km/h average, and compulsory over 60km/h average.
- Number of crew **is** not to exceed legal carrying capacity of the vehicle, except in events with an average speed over 60km/h in which case the maximum number of crew will be two.

9.5 Touring Road Event

Activities conducted in accordance with the Touring Road Event Regulations.

9.6 International participation

TBA upon application.

9.7 Vehicle eligibility (for activities listed 9.1-9.6)

- Modification levels of participating vehicles are not to exceed the eligibility requirements of these Tarmac Rally Standing Regulations, or International Long Distance Rally regulations.
- Vehicles must be scrutinised for safety and compliance with the permitted modification level prior to commencing the activity.

9.8 General

In all cases, the following shall apply:

- Applications to organise any of the above must be received at least three months prior to the date that the organisers wish to promote the event;
- A Checker is required for each activity.

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APPENDIX I

SAFETY IN AUSTRALIAN TARMAC RALLIES

The application of the following regulations is compulsory (but need not be included in the Supplementary Regulations of the rally).

Each organiser is encouraged to introduce additional measures in order to improve safety.

The organisers' attention is further drawn to the requirements of Appendix H of the International Sporting Code, in particular those contained in Article 9.2.

I. GENERAL SAFETY

1.1 Safety plan

A safety plan must be drawn up and include:

1.1.1 The location of the Rally Headquarters (Rally Control).

1.1.2 The names of the various people in charge:
Clerk of the Course
Deputy Clerks of the Course
Chief Medical Officer / Medical Services Manager
Chief Safety Officer
Safety Officers in charge of the safety of each special stage.

1.1.3 The addresses and telephone numbers of the various safety services in the areas where each special stage will be run:
Police
Hospitals
Emergency medical services
Fire fighting services
Breakdown services
Red Cross (or equivalent)

1.1.4 The full itinerary with detailed road sections.

1.1.5 The Safety Plan for each special stage, which must detail:

(a) The exact location of all marshal posts, emergency vehicle and radio points by means of an accurate map.
All GPS references used in the event must be exposed in the form of Degrees, Minutes and decimals of Minutes; eg, 139° 36.379'.

(b) Zones which are considered by the organisers as open to the public, all other areas being considered prohibited to the public.

(c) Measures to be taken for the safety of the crews.

(d) Measures to be taken for the safety of the officials of the event.

(e) The procedure for tracking competitors' vehicles.

(f) Actions to be taken in the event of a missing crew.

1.1.6 The Safety Plan must specifically address issues in each of the following areas:

(a) Safety of the public.

(b) Safety of the competing crews.

(c) Safety of the officials of the event.

1.1.7 A draft of the Safety Plan must reach the CAMS at least four weeks prior to the start. This plan must contain the full itinerary including the road sections.
Any comments by CAMS will be advised within two weeks of receipt.

1.2 Chief Safety Officer

1.2.1 A Chief Safety Officer will be designated in the regulations of the rally. He will belong to the organising committee and will take part in the devising of the Safety Plan.

1.2.2 During the rally he will be in permanent communication with rally control, the Chief Medical Officer and the start of each special stage (by telephone or radio).

1.2.3 He will be responsible for the implementation and enforcement of the Safety Plan.

1.3 Special Stage Safety Officer

1.3.1 Each special stage will have a safety officer who will assist the Chief Safety Officer.

1.3.2 The special stage safety officer must inspect the special stage and certify its conformity with the Safety Plan prior to the passage of the "0" car.

1.4 Control

1.4.1 The clerk of course shall be ultimately responsible for ensuring compliance with the Safety Plan.

1.4.2 The observer/s will pay special attention to all safety procedures.

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2. SAFETY OF THE PUBLIC

A major priority of the Safety Plan is to ensure the safety of the general public, including spectators.

The following non-exhaustive measures, which complement the provisions of Appendix H of the International Sporting Code, are obligatory for all international rallies, except for Section 2.1.

2.1 Educational film (recommended for all events)

2.1.1 In the form of a commercial spot.

2.1.2 30-second duration.

2.1.3 With commentary by a leading driver or drivers, in one or more language/s applicable to the country of the event.

2.1.4 Should not show accidents.

2.1.5 Should be broadcast several times.

2.2 Special Stage recommendations

2.2.1 The design of each event should take into account spectator considerations unique to the country in which the event is taking place.

2.2.2 Special stages should be situated and scheduled to discourage movement of spectators between them.

2.2.3 Reconnaissance is considered a safety factor.

2.2.4 Should a special stage be delayed or cancelled for safety reasons this will not be penalised in the observers' report (unless due to problems created by or not properly anticipated by, the organisers).

2.2.5 Cars (referred to as Course Information Cars) equipped with public address systems must traverse each stage approximately one hour before the road closure cars ("Zero Cars") to warn spectators and ensure that any who are in prohibited areas are removed from those areas. The car may be replaced by a helicopter equipped with loud speakers. This operation may be repeated several times if necessary.

2.3 Control of spectators

2.3.1 The organisers, with the assistance where necessary of the public order authorities, must use their reasonable endeavours to limit access of the public to clearly defined zones, all other areas being regarded as prohibited to the public.

2.3.2 The public must be prevented from moving along the road of the special stage whilst the stage is open for competition (after the "0" car and before the last car).

2.3.3 Safety instructions must be distributed to the public at all access points.

2.3.4 Marshals or public order authorities (police, military etc) must be present in sufficient numbers to ensure public safety during the special stage.

Marshals must have received adequate training for the task they are asked to perform and wear a clearly identifiable jacket or tabard.

2.4 Refuelling and servicing

Where the public is permitted access to areas where refuelling or servicing will take place, the organisers must ensure that adequate precautions are taken to keep the public at a suitable distance from potentially dangerous activities.

2.5 Accident reporting

If a driver taking part in a rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this to the next radio point as specified in the road book and signposted on the route according to Article 3.3.3 below. If he fails to observe this rule, the Stewards may impose on the crew responsible a penalty which may go as far as exclusion.

The laws of the country in which the event is run must also be complied with in relation to procedures at accidents.

(This rule must be included in the regulations of the event.)

2.6 Course cars

2.6.1 Each organiser must use at least two course cars numbered "00" and "0" ("Zero Cars").

2.6.2 Each car must have a panel 36cm x 50cm on the bonnet or the roof, and the two front doors bearing the word "Safety" or the equivalent in the national language of the event, and be equipped with warning roof lights and a siren. The Zero ("0") car must be equipped with a video camera to record the conditions on every special stage during the passage of this car.

2.6.3 The drivers and co-drivers of the Zero Cars must have considerable rally experience, be fully conversant with all relevant regulations and the Safety Plan and must keep the Clerk of the Course fully informed at all times concerning the conditions along the route. No *Priority A* driver or a driver who has retired from the rally may drive a course car. The Clerk of the Course should take note of the recommendations of the Zero Car drivers in order to ensure that a special stage is cancelled if dangerous conditions exist. Zero Cars should also check time clocks and have time cards correctly completed.

2.6.4 "Course Information Cars" equipped with public address systems must traverse all special stages approximately 45 minutes to one hour before the start of the first car to warn spectators and ensure that any who are in dangerous places are removed from those areas. The car may be replaced by a helicopter equipped with loudspeakers. The operation may be repeated several times if necessary.

2.6.5 Each organiser must use a course opening car ("Sweeper Car") to pass through each special stage after the last competitor.

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2.7 Safety on road sections

The itinerary and time schedule must take traffic problems and the crossing of built-up areas into consideration.

2.8 Information

Information addressed mainly to the public will be issued by different means:

- written, spoken and televised media
- posters
- distribution of leaflets
- passage on the route of a vehicle (Course Information Car) equipped with a loudspeaker/s to inform the spectators (45 minutes to one hour before the start of the first car).

3. SAFETY OF THE COMPETING CREWS

3.1.1 At the intermediary points on the route for long stages (>15km):

Where the average speed of the fastest competitor (based on the rally average of the previous year) is less than 75km/h, the deployment of First Intervention Vehicles (FIVs) should be revised and their number and/or positioning modified if necessary so as to obtain intervention times comparable to those of the fastest special stages. Furthermore, if the nature of the ground, the climatic conditions or special circumstances require it, this distance may be modified on the joint proposal of the Chief Medical Officer and the safety officer when the Safety Plan is approved. These provisions are recommended for all rallies.

Such safety points shall involve:

- one medical intervention vehicle
- one doctor qualified in resuscitation or possibly one paramedic specialised in resuscitation
- suitable communications equipment to maintain contact with HQ.

3.1.2 At the stop point of each special stage: two (minimum) 4kg fire extinguishers.

3.1.3 Either:

(a) In the service park or a central location less than 15km by road from the special stages concerned or,

(b) At the start of the special stage:

- one standardised ambulance complying with the regulations of the country concerned, equipped for resuscitation
- one breakdown vehicle.
- suitable communications equipment to maintain contact with HQ.
- if the location is the service park, then two of each of the specified vehicles, so that if one is called into service the other will remain on standby.

3.1.4 Organisers are encouraged to provide a rescue ambulance helicopter when the time required for transferring a casualty by road between the furthermost point of the special stage and the hospital is greater than one hour and 30 minutes (Appendix H, 9.2).

3.1.5 The First Intervention Vehicle shall be capable of proceeding into the stage quickly and shall be equipped in accordance with Article 6 of these regulations.

3.2 Preventative measures (signalling and road markings)

3.2.1 Roads and access roads leading to stages must be closed to traffic. This must be done in the following manner:

(a) major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, police or other authority.

(b) short no-through roads (eg, to farms etc) must be blocked or taped, with a notice affixed to the barrier or tape advising of the conduct of the event and the danger of entry.

3.2.2 It shall be the responsibility of the Zero Cars to check that the appropriate closure method is in place and to immediately advise the rally HQ (rally control) of any omissions which must be rectified prior to the commencement of the special stage.

3.2.3 Marshals' posts will be positioned along the course so as to:

- keep the public outside prohibited areas by means of boards, barrier or ropes, whistles and loud-speakers
- as far as possible, warn crews of any obstructions in the special stage, through the use of yellow flags

3.2.4 Should the use of yellow flags be required, the following procedure is to be adopted:

3.2.4.1 A yellow flag must be available at each stage radio point (situated at approximately 5km intervals).

3.2.4.2 The yellow flag will be displayed to crews only on the instruction of the Clerk of the Course.

The flags may only be displayed by a marshal wearing a distinctive yellow jacket on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the Stewards by the Clerk of the Course.

3.2.4.3 On passing a displayed yellow flag, the driver must immediately reduce speed and follow the instructions of any marshals or safety car drivers he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

3.2.4.4 A crew which has been shown the yellow flag will be given a notional time for the stage, according to the procedures laid down in the National Rally Code.

3.2.4.5 No flag other than the yellow flag may be deployed at any point in a special stage.

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3.2.4.6 Different signalling systems (eg, flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

3.3 Supervision

3.3.1 A radio network (set up approximately every 5km) unique to each special stage must be established to allow the vehicles to be tracked and the running of the rally to be supervised.

3.3.2 Each radio point shall be identified in the road book and by a sign at least 55cm in diameter, bearing the radio point symbol. The radio point sign symbol must be in black on a blue background.

3.3.3 In addition there should be a warning sign 100m prior to the SOS radio point.

3.3.4 Any ambulance within a stage should be located at a radio point. An additional sign (green or red cross) should be located beneath the radio point sign at this point.

3.3.5 The tracking of vehicles must be carried out either at rally headquarters (rally control) or by the special stage safety officer on the special stage. Some form of tracking chart must be used either on the special stage by the special stage safety officer or at rally headquarters. Each organiser must draw up, and show in the Safety Plan, this procedure for tracking vehicles and must also list the procedure to be followed in the event of a missing competitor.

Note: As from 1 January 2007 the maximum distance between each SOS point shall be 5km. Where there are clearly identifiable instances where safe terrain or communications problems do not allow the requirement to be met, special application for exemption may be made to ARCom for consideration.

3.4 Road book

3.4.1 Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green or black "OK" sign. In the event of an accident where no injuries are sustained requiring immediate medical intervention, the green "OK" sign must be clearly shown by a crew member to the next three following vehicles and to any helicopter attempting to intervene.

3.4.2 Each road book shall contain a separate page preceding the itinerary page in which the accident procedure will be set down (refer to example sheet).

3.4.3 All competitors are obliged without exception to comply with the requirements of the Emergency Procedures (Art. 8.2 of the National Rally Code).

3.4.4 All competitors are to be reminded of this regulation by the issuing of a written notice to each crew member at documentation.

3.4.5 Any crew which is able to, but fails to, comply with this rule may be penalised by the Stewards in accordance with the International Sporting Code.

Example

ACCIDENT AND SAFETY PROCEDURE

1. All competitors must be conversant with the requirements of the Emergency Procedures (Art. 8.2 of the National Rally Code).
2. When a red "SOS" is displayed it is **MANDATORY** to stop and assist the crew requiring help.
   You are responsible to help the injured and make sure that safety services are mobilised as quickly as possible.
3. The first crew to arrive at the scene of an accident must stop and inform the next car of all the details.
4. The next car must take the following information to the **NEXT** radio post which may be the finish control:
   - competition number of the crew involved
   - if and how many crew members or spectators are injured
   - if any crew member or spectator are trapped in or outside the car
   - location of the accident; ie, the closest road book junction or kilometre post
   - any other vital information; ie, fire, water.
5. The following cars must stop if the red "SOS" is displayed.
6. All competitors stopped in a stage must place their red triangle at least 50m before where the car is stopped even if the car is clear of the road.
7. The event emergency telephone number is: ..... *(organiser to detail).*
8. If you retire you must inform the organisers: telephone number ..... *(organiser to detail).*
9. All competitors retiring from the event are obliged to hand in their time card to the nearest control point as soon as possible.

This page is to be inserted in road books.

3.5 Evacuation

3.5.1 Evacuation routes must be planned for each special stage. They must be clearly shown in the Safety Plan (by a map or diagram).

3.5.2 Emergency services of all hospitals near the route must be on standby.

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4. SAFETY OF THE OFFICIALS

4.1 Whilst the primary responsibility of the organisers is to ensure the safety of the public and the competing crews, the safety of officials is also very important.

4.2 Organisers must ensure that in performing their duties, officials are not required to place themselves in danger.

4.3 It is the organisers' responsibility to ensure that officials are adequately trained in this regard.

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