

Modified Article	Date of Application	Date of Publication

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code) or the National Competition Rules (NCR), including their Appendices.

Any HEADING is for reference only and has no regulatory effect.

1. THE FOLLOWING REQUIREMENTS APPLY FOR SAFETY AT SPEED EVENTS:

- (a) The relatively small number of incidents at *Speed Events* does not lessen the need for awareness of possible dangers at such *Events*.
- (b) *Organisers* and track proprietors have, in law, certain obligations towards all persons attending such *Events*, and these obligations increase in intensity from trespassers at the one extreme to paying spectators at the other.
- (c) The financial burdens which may result from incidents are largely eased by the Motorsport Australia National Insurance Program (see General Appendix of the *Motorsport Australia Manual*); however, this facility in turn requires certain standards of safety to be maintained by each *Organiser*.
- (d) These standards are set as minima by *Motorsport Australia* in the light of many years' experience of motorsport in Australia and overseas, and they are changed from time to time as fresh experience is gained.
- (e) Examples of safety precautions include the licensing only of fit and competent *Drivers*, and of *Tracks* suitable for *Competitions*; and the close examination for fitness for *Competition* of *Automobiles*.
- (f) A much wider area of safety precautions is that affecting persons other than *Competitors* and *Drivers*, especially spectators. It is most necessary to ensure that no area in which they are allowed to be is vulnerable to incident.
- (g) In the past, this has been sought to be assured by laying down minimum distances from the *Track* behind which spectators were deemed to be safe. However, it is realised that it is impossible to categorise as safe in all cases any distance (or at least any reasonable distance) in this way, as conditions vary so widely between venues.
- (h) Consequently, the distances of spectator enclosures from the *Track*, the type of safety barriers and the need for crowd control officials are determined separately for each *Course*, having regard to the topography and characteristics of that *Course*.
- (i) To ensure national uniformity of standards *Motorsport Australia* has delegated the functions of inspection and recommendation to a National Safety Committee, which has executive powers to order any construction or alterations required (see General Appendix - Appendix T in the *Motorsport Australia Manual*).
- (j) The maintenance of the stated standards will be the constant responsibility of *Organisers*, subject to supervision by Track Safety Committees, and all permits will be subject to the specific condition that the requirements are complied with.
- (k) The technical specifications of permitted safety barriers will be made available to *Organisers* from *Motorsport Australia* on application; these have been drawn up in accordance with the best advice available.
- (l) A detailed progress report on all *Tracks* and *Speed Event* venues in Australia is submitted by the Committee to *Motorsport Australia* and in due course by *Motorsport Australia* to their insurers. Meanwhile, *Organisers* are directed to afford every facility to the Committee to inspect their venues, preferably during *Competition*.