



RALLY OF SOUTH AFRICA

SAFETY PLAN



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Introduction

One of the greatest challenges for the sport of motor rallying is to ensure the safety of the public.

Unfortunately, the majority of the watching public do not clearly understand the potential dangers and are unable to comprehend the speed of the cars. As a consequence they frequently place themselves in dangerous positions simply through lack of understanding.

It is our responsibility to ensure that spectators are placed in acceptable locations and are clearly aware of the dangers if a car should get out of control.

The possibility of injury to spectators, volunteers, officials or media is not acceptable. Traditionally, our sport has well-established safety plans with many excellent examples; however, they do not all sufficiently take into account the special needs of spectator safety, and this booklet is targeted at identifying the special attention that is necessary to ensure that spectators are in an acceptable location. By doing this we will in fact contribute to the improved safety of the competitors.

Safety Plan

Rally Headquarters (Rally Headquarters) location and contact details –

Floreat Riverside Lodge – GPS - S25 05.545 E 30 46.413

SABIE – 103 Old Lydenburg Road, Sabie

Tuesday – 23 April 2019 – 08:00 to 16:00

Wednesday – 24 April 2019 – 08:00 to 16:00

Thursday – 25 April 2019 – 08:00 to 16:00

Friday – 26 April 2019 – 07:00 to late

Saturday – 27 April 2019 – 06:00 – 19h00

Telephone:

Telephone: +27 12 347 6411 (Pre-event only)

Cellular: +27 83 302 1974

e-mail: samrallies@mweb.co.za

Emergency No: +27 83 302 1974

The Clerk of the Course is charged with the application of this Safety Plan and he has nominated assistants who are responsible to him for its proper implementation.

The names of the officials in charge are:

Clerk of the Course	Willie du Plessis	083 447 7701
Deputy Clerk of the Course	William Louw	072 183 0744
Assistant Clerk of the Course	Tony Crowder	084 832 9396
Chief Marshal	Chris Barnard	082 412 6018
Trauma Doctor	Dr Ralph Tracy	TBA
Chief Safety Officer	Anton Strydom	079 886 5136
Event Doctor & CMO	Dr Pieter Scheepers	082 564 2987

Post Chiefs

• Stages 1, 2, 8, 9	Team Swartz (S) & Team Viljoen (F)
• Stages 3, 4, 12, 14	Team v Niekerk (S) / Team Mostert (F)
• Stages 5, 6, 10, 15	Team Bradfield (S) & Team Kohne (F)
• Stages 7, 11, 13	Team De Bruyn (S) Team Lourens (F)
• Service Parks A, C, I	Team Myburg - IN & Re-start IN SSS
• Service Parks A, C, I	Team Greyling – OUT & Re-start OUT
• Service Parks B, D, E, F, H	Team Burnette – IN
• Service Parks B, D, E, F, H	Team Fourie – OUT
• Service Park G - Remote	Team Martin – IN & Smalberger - OUT
• Parc Ferme – Sabie SP	Team Martin – IN & Smalberger - OUT
• Parc Ferme - Floreat	Team Martin – OUT & Smalberger - IN
• Parc Ferme – Sabie Final	Team Smalberger – IN
• Holding Areas	Team Martin – IN / OUT

Medical and Emergency Contacts

Call Centre Netcare 911	082 911
Call Centre ER24	084 124
Netcare 911 Nelspruit	013 741 1620
ER24 Aero Medical Services	084 805 1005
Nelspruit Medi Clinic	013 759 0500
Nelspruit Medic Clinic Casualty	013 759 0645
Rob Ferreira Hospital – Nelspruit	013 741 3031
Nelmed Forum Medi Clinic (Minor Ailments)	013 755 5000



Kiaat Hospital 013 590 9150

Kiaat Hospital Casualties 013 590 9157

Hi – Tech medical services 013 752 4470

These hospitals have been notified of the Rally and will be on standby. Paramedics on scene will phone the casualty directly and notify them of any patients.

Willie du Plessis (CoC) 083 447 7701

Police 10111

Fire Brigade 013 753 3019

Event Emergency 083 302 1974

Spectator Safety

One of the greatest challenges for the sport of motor rallying is to ensure the safety of the public. Unfortunately, the majority of the watching public do not clearly understand the potential dangers and are unable to comprehend the speed of the cars. As a consequence they frequently place themselves in dangerous positions simply through lack of understanding. We therefore have the responsibility of ensuring that spectators are placed in acceptable locations and are clearly aware of the dangers if a car should get out of control.

The possibility of injury to spectators, volunteers, officials or media is unacceptable. Traditionally, our sport has well-established safety plans, however, they do not all sufficiently take into account the special needs of spectator safety. One of the main aims of this plan is to identify the special attention that is necessary to ensure that spectators are in acceptably safe locations. By doing this we will in fact contribute to the improved safety of the competitors as well.

Special Stage Safety Procedure

An ambulance with paramedics and a Rapid Response Vehicle will be present prior to starting each stage.

A fire response vehicle will be present in the vicinity of each gravel stage.

All starts of stages are in radio contact with Rally Head Quarters.

All starts of stages are in radio contact with midpoint monitors and the ends of the stages.

Cell phone contact is also available at the start and ends of every stage.

Clerk of the Course, Deputy Clerk of the Course, Car 0, Car 00, Chief Marshal and Sweep Car vehicles will be carrying radio marshals who are in contact with Rally Head Quarters.

The marshals at the start and finish of each stage will have fire extinguishers.

All official vehicles bear a panel marked "Official" or the officials' designation on its front door.

Special Stage Accident Procedures

Whilst nobody likes to believe that there will be an accident which will involve spectators or competitors, it is prudent to plan for such an eventuality.

This plan will consist in:

- Reviewing the location of the spectator viewing points
- Identifying the access to reach these points from outside the stage
- Identifying the nearest medical services/hospital.

In preparing the accident plan, each of the spectator viewing points are identified by either letter or number, so that in the event of an accident the location can be very quickly established by the officials in charge.

Access roads will be kept clear to ensure that medical assistance can easily reach the viewing point should the need arise.

The following procedures will be adopted in the case of a serious accident sustained by competitors while traversing a special stage

All medical and safety crews report to the Post Chief.

As soon as the Post Chief has received information that an incident has occurred, he informs RALLY HEADQUARTERS.

Should a serious accident be reported, the Post Chief should interrupt the starting procedure after informing the Clerk of the Course and receiving his permission to interrupt the starting procedure.

The following procedure will take place:

1. He interrupts the special stage in consultation with the Clerk of the Course and notifies by radio that the stage has been interrupted.
2. A radio point marshal, safety marshal or medical response vehicle closer to the scene of the accident may be instructed to proceed in order to reach the spot as soon as possible and to give a more accurate report and/or provide first aid, depending on the case.
3. In the meantime, RALLY HEADQUARTERS will make all necessary contacts with the medical team and instructs rescue vehicles to enter the stage and drive to the scene without waiting for rally cars, already in the stage, to pass the point where rescue vehicles are positioned.

Rescue vehicles always drive in the direction of the rally.

If the Post Chief is informed that, apart from medical aid, further assistance is required, he will in consultation with the Clerk of the Course instruct the FIV or rescue vehicle and/or the other safety vehicles to proceed to the scene.

As soon as the emergency vehicle arrives, their crews will:

- place a warning triangle before the location of the accident
- park their vehicles in such a way as to protect the car involved in the accident
- report the situation to the Clerk of the Course at RALLY HEADQUARTERS.

In case of injury the doctor will decide whether the injured is/are in need of hospitalisation. Depending on how severe the injury is, he will decide upon the means of transportation, be it by ambulance or helicopter which may be instructed to fly to the scene.

If it is decided that the removal of casualties will be carried out by ambulance, the removal will take place either through the finish of the special stage or from an emergency exit, which has been agreed in advance and mentioned in the stage safety plan. The direction to be followed is that of the rally route.

End stage marshal

Obtain as much information as possible from the competitor who reports the accident at the end of the stage i.e. competition number of the car, description of the injuries, approximate distance/position on road book, radio message to start marshals giving as much information as possible.

Contact Rally Head Quarters to report the incident using the fastest communication means possible, radio or cell phone. Record the actual time of arrival at the flying finish of those competitors who stopped to render assistance.

DO NOT ALLOW ANYBODY INTO THE STAGE UNLESS INSTRUCTED TO DO SO BY THE CLERK OF THE COURSE OR POST CHIEF.

Confirm with the start marshal when the Clerk of the Course declares the stage clear and open.

Start stage marshal

Upon receipt of radio or cell message of end of stage marshal, advise Rally Head Quarters immediately. Upon recommendation of the Clerk of the Course, the control authorises the stage to be closed and Medical Services proceed to the location of the accident. If it is known that the damaged car is blocking the route, arrange for the track to be cleared. Upon receipt of clearance from control, restart the stage for the remaining competitors. Whilst

the stage is closed **NOBODY** other than the responsible officials are allowed into the stage, except where necessary to clear the road. The service crew assisting the car in question are only allowed into the stage AFTER the Sweep Car has traversed the stage. In case of uncertainty, the Post Chief at the start of the stage must close the stage in consultation with the Clerk of the Course. Send a responsible person to investigate the incident. Contact Rally Head Quarters who will arrange for an official, who will endeavour to arrive at the marshalling point as soon as possible.

Rally Head Quarters will be aware of the incident by virtue of the Safety Tracking system that is linked to the timing devices in each car. The Clerk of Course will be located at or in direct contact with Rally Head Quarters throughout the event. Any stage closures or medical services required will be initiated from the Rally Head Quarters. Each car will be tracked into through and out of every stage.

Format of Event

Rally Headquarters (Rally Head Quarters) is based at Floreat Riverside Logde, Lydenburg Road, Sabie

The distance of the stages is as follows

Special Stage Distance	:	216.52 kms
Liaison Distance	:	277.90 kms
Total Distance	:	494.42 kms
Number of Tar & Super Special Stages	:	3 stages
Number of Gravel Special Stages	:	12 stages

The layout and location of the stages for the two days are attached to this Safety Plan.

Responsibilities

Clerk of the Course

He is responsible for the safe running of the event, for taking all necessary decisions and measures and for the deployment of competent staff to assist him in drawing up and implementing the safety plan. If the case arises he is responsible for applying the safety plan as practically as possible.

He is responsible for informing the Stewards of the Meeting of all urgent matters and, in co-operation with the Chief Medical Officer and Chief Safety Officer, for having all relevant information regarding emergency matters go public only through the Press Office.

He is responsible for the appointment of the Start and Stop officers for each stage.

He is responsible to prepare the plan showing the meeting points and locations of ambulances, fire and rescue teams, radio point marshals and safety marshals.

Before the start of the event he makes sure that all personnel have a copy of the safety plan, that all personnel are properly trained, and that all responsibilities assigned to them are clear.



Through the Chief Marshal and Post Chiefs, checks the correct position of all safety vehicles and staff on the day of the event.

Chief Safety Officer

The Chief Safety Officer and the Chief Medical Officer will work closely with the Clerk of the Course.

Chief Medical Officer

Responsible for the early recruitment of all doctors and paramedic teams who will be supporting the event.

Responsible for the medical part of the Safety Plan, or for the Medical

Safety Plan, as is the Clerk of the Course.

Expected to review and have sufficient knowledge of the layout and format of the event or to go into all the special stages ahead of the rally with the Deputy Clerk of Course or the Clerk of the Course to establish the right position for the start and intermediate points and to make sure that all the medical and safety facilities will be correctly positioned in accordance with the regulations.

Assigns medics to their specific duties, informs them of the safety plan and introduces them to the Post Chiefs of the special stage they have been assigned to. On the day of the event he ensures that all medical personnel have met with the Post Chiefs at the specific meeting points and have been positioned at the pre-arranged locations.

The Chief medical officer maintains constant communication with Rally Head Quarters as well as the Clerk of the Course.

Advises the Clerk of the Course of the seriousness of any reported incident or injury.

Visit hospitals and medical centres to inform medical staff to be on alert during the event.

Chief Marshal and Special Stage Post Chiefs

It is their duty to have full knowledge of the Special Stages assigned to them, at the earliest possible time before the event.

Draw up a list of the special stage necessities in accordance with the special requirements of each special stage, and therefore ask the organisers for the necessary personnel and materials to support him at the event.

Together with the Clerk of the Course or his representative, they will assign the marshals that will co-operate with him in case the safety plan needs to be followed.

They are responsible for liaising with the Senior Officials in order to implement the spectators' areas as well as the prohibited points.

Preparation of the special stage and the proper installation of barriers and all other equipment needed for the special stage.



Specify the position and implements the posting of warning signs within the special stages that he is responsible for and assigns the distribution of information for spectators and locals, in the area of his responsibility during the event.

Request detailed maps of the special stages assigned and, together with the stage safety officer, to implement the safety plan on the map, by ensuring that all safety teams are positioned according to the prepared plan.

They are fully aware of the safety plan and have listed all equipment at their disposal during the event.

They check the emergency roads, so that in case of an accident the ambulance will not be blocked by spectators' cars.

During the event the Post Chief is to be found at the start of the special stage.

They record the passage of each rally car and inform all radio point marshals and the Stop marshal through the safety radio channel.

Radio Safety Marshals

At each stage, radio points must be situated at intervals of approximately 5 km.

During the stage a sign bearing the radio point symbol is displayed at the location of each radio point.

A radio network (set up approximately every 5 km) will be established to allow the running of the rally to be supervised.

Each radio point will be identified in the road book and by a radio marshal sign 70 cm in diameter, with the radio point symbol, a black spark on a blue background.

Any ambulance within a stage will be located at a radio point.

In case of incidents concerning spectator safety and control, the marshals will cooperate with medical services, by reporting to Rally Headquarters any incidents or accidents.

They are in position well before spectators arrive and they prevent them from entering forbidden areas. They check communication with the stage commander of the special stage and Rally Headquarters.

In a polite manner they inform spectators that the special stage will be run only if they follow their instructions to stand in the recommended areas.

They inform their Post Chief about the number of spectators and decide if more support personnel are needed.

During the running of the stage, they stay next to their radio and follow the announcement of each car starting the special stage. They record cars passing in front of them. If a car is missing, they immediately inform the Post Chief and wait for instructions.

They check that there are no cars parked next to the road in a special stage and if there are, they remove them before the stage starts.

All of these marshals are members of the ORRU Club and will have radio communication with each other and the starts and ends of the stages.

They are trained properly and know exactly what their duties are.

They are equipped with whistles in order to keep spectators away from prohibited areas and inform them of the passing of rally cars. The personnel wear identifying tabards.

Tabard Colours are:

Chief Marshal and Post Chiefs	Orange
Safety Officer	Yellow
Competitor Relations Officer	Shirt with CRO text

PREPARING THE SPECIAL STAGE

During preparations for the stage we recognise special danger spots for rally cars, such as a tree on a fast bend, a big drop, damaged Armco barriers, electric (telegraph) poles, narrow bridge, etc.

For protecting these areas we use:

- Armco barriers
- Straw bales (round bale more than 1 m in diameter is recommended)
- Concrete barriers
- Sand bank
- Wall of connected tyres
- Water

During preparations for the stage special danger spots are identified for rally cars, such as a tree on a fast bend, a big drop, damaged Armco barriers, electric (telegraph) poles, narrow bridge, etc.

These dangerous spots are taped off and identified in the road books for crews.

All road closures are double taped and safety officers positioned if deemed necessary.

In reviewing a special stage those parts of the stage which signify above-normal danger risks are identified.

These would be such locations as:

- Immediately over a brow or jump
- On sharp corners
- At a road intersection
- At a double change of direction (“S” bend)
- Medium fast bend after very fast section.

Experienced teams including rally drivers are used to go through the stages in advance, identifying the danger spots.

Once such dangerous spots are identified, a means to reduce the risk is determined for each spot.

This includes:

- Providing run-off areas
- Identifying the high ground where spectators can stand safely
- Identifying the areas where it is dangerous for spectators to stand

- Consideration of the needs of the accredited media.

Having reviewed the whole of the stage and identified the sections which require attention and spectator safety, it is we grade these points on a 1-3 scale with 1 being general safety requirements up to 3 being acute with special attention to safety.

Category 1

Low-risk sections are simply managed by the placement of suitable tape and markers to identify the points beyond which spectators may not pass.

Category 2

Middle-risk sections are where additional spectator marshals may be required. Danger signs and no-go areas identified by signage, an additional barrier net and the positioning of a safety marshal to ensure that the spectators obey the officials.

Category 3

Highly dangerous areas that must be identified as NO GO sections except for high ground above the stage.

All the above are related to the number of spectators attending. In many situations the positions described above will generally not be accessible to spectators and as a consequence no special attention will be required.

All marshals must be in position with areas demarcated prior to the arrival of spectators so they are able to place the spectators where they want them. Previous experience is used to know the popular viewing points and be in position ahead of the crowd.

CHICANES

Chicanes can be used for reducing speed before certain danger spots on a special stage, but it is the duty of the organiser to find some place where chicanes are not necessary.

All chicanes are noted in the road book and in place during reconnaissance.

Chicanes are made from:

- Straw bales
- Water tanks
- Wall of connected tyres
- Concrete / water barriers

During the race, should a car hit a part of or the entire chicane and leave some obstacles in the middle of the road for the next competitor, a marshal will stand at this place, in order to "clean" the area or at least show the yellow flag, if necessary.

Criteria for “Spectator Areas” & “NO GO Areas”

During preparations for the stage special danger spots are identified for rally cars, such as a tree on a fast bend, a big drop, damaged Armco barriers, electric (telegraph) poles, narrow bridge, etc.

These dangerous spots are taped off and identified in the road books for crews. All road closures are double taped and safety officers positioned if deemed necessary. In reviewing a special stage those parts of the stage which signify above-normal danger risks are identified.

These would be such locations as:

- Immediately over a brow or jump
- On sharp corners
- At a road intersection
- At a double change of direction (“S” bend)
- Medium fast bend after very fast section.

Experienced teams including rally drivers are used to go through the stages in advance, identifying the danger spots.

Once such dangerous spots are identified, a means to reduce the risk is determined for each spot.

This includes:

- Providing run-off areas
- Identifying the high ground where spectators can stand safely
- Identifying the areas where it is dangerous for spectators to stand
- Consideration of the needs of the accredited media.

Having reviewed the whole of the stage and identified the sections which require attention and spectator safety, it is necessary to grade these points on a 1-3 scale with 1 being general safety requirements up to 3 being acute with special attention to safety.

All of the above are related to the number of spectators attending. In many situations the positions described above will generally not be accessible to spectators and as a consequence no special attention will be required.

All marshals must be in position with areas demarcated prior to the arrival of spectators. By being early they are able to place the spectators where they want them. Previous experience is used to know the popular viewing points and be in position ahead of the crowd.

Special Precautions during the Running of Stages

1. Access of spectators to Stages is allowed only at designated spectators points.
2. Emergency roads are controlled by safety marshals.
3. All access roads are indicated with signs and extra information.

4. All pre-planned access roads are announced in the official programme.
5. Simple road book directions and spectator indicator signs are included to guide all spectators from main roads towards the proper parking areas and the designated spectator points.
6. Spectator points are marked out with fences, signs and tape. Where possible, these points are far from the road, in order to keep spectators in safe places.

Special Stage Accident Procedures

Whilst nobody likes to believe that there will be an accident which will involve spectators or competitors, it is prudent to plan for such an eventuality.

This plan will consist in:

- Reviewing the location of the spectator viewing points
- Identifying the access to reach these points from outside the stage
- Identifying the nearest medical services/hospital.

In preparing the accident plan, each of the spectator viewing points are identified by either letter or number, so that in the event of an accident the location can be very quickly established by the officials in charge.

Access roads will be kept clear to ensure that medical assistance can easily reach the viewing point should the need arise.

The following procedures are to be adopted in the case of a serious accident sustained by competitors while traversing a special stage

All medical and safety crews report to the Post Chief.

As soon as the Post Chief has received information that an incident has occurred, he informs Rally Headquarters.

Should a serious accident be reported, the Post Chief should interrupt the starting procedure after informing the Clerk of the Course and receiving his permission to interrupt the starting procedure.

The following procedure will take place:

1. He interrupts the special stage and notifies by radio that the stage has been interrupted.
2. A radio point marshal, safety marshal or medical response vehicle closer to the scene of the accident may be instructed to proceed in order to reach the spot as soon as possible and to give a more accurate report and/or provide first aid, depending on the case.
3. In the meantime, Rally Headquarters will make all necessary contacts with the medical team and instructs rescue vehicles to enter the stage and drive to the scene without waiting for rally cars, already in the stage, to pass the point where rescue vehicles are positioned.

Rescue vehicles always drive in the direction of the rally.

If the Post Chief is informed that, apart from medical aid, further assistance is required, he will instruct the FIV or rescue vehicle and/or the other safety vehicles to proceed to the scene.

As soon as the emergency vehicle arrives, their crews will:

- place a warning triangle before the location of the accident
- park their vehicles in such a way as to protect the car involved in the accident
- report the situation to the Clerk of the Course at Rally Headquarters.

In case of injury the doctor will decide whether the injured is/are in need of hospitalisation. Depending on how severe the injury is, he will decide upon the means of transportation, be it by ambulance or helicopter which may be instructed to fly to the scene.

If it is decided that the removal of casualties will be carried out by ambulance, the removal will take place either through the finish of the special stage or from an emergency exit, which has been agreed in advance and mentioned in the stage safety plan. The direction to be followed is that of the rally route.

Duties of Organiser's Safety Cars

One of the biggest problems in setting up a stage prior to its running is ensuring that you are set up well ahead of the arrival of the spectators. There is no point in setting up this stage after the spectators have arrived, as it will be difficult to get them to move into the correct position. Your programming for the running of the stage needs to identify a time at which the Chief Stage Marshal ventures through the stage to check that it is set out and, if necessary, inform the Post Chief of further requirements. On very long stages it is possible that an Assistant will also check part of the stage, such that one official checks the first half and the second official, at the same time, checks the second half. This will allow the check to be carried out at a later time after more spectators have arrived.

When moving through the stage, ensure that all sections are set up in accordance with the safety plan. Remember that this plan has been prepared after careful consideration and it should not be easily dispensed with. At the time of viewing the stage it is probable that many spectators will have arrived, and this will give you the opportunity to review it and ensure that the plan that you have put in place is satisfactory.

Remember, a car that is out of control can travel a long distance. Ensure that spectators are kept well back at dangerous points. Obviously, the high ground is the place to be.

The Safety cars drive through the special stages before the rally cars, in order to check the readiness and safety of special stages, controls, and the correct positioning of spectators. The 000, 00 and 0 cars report the moment they start and finish each Stage. The 00 and 0 car drivers will use time cards in order to ensure full familiarity by all timekeepers.

Road Closing Car "00"

The 00 car, driven by an experienced driver, will run each special stage following a planned timetable between 30 and 50 minutes before the first car is due, according to the length and particulars of each special stage, further checking spectator safety and guiding spectators to safe viewing places.

It is equipped with a loudspeaker, flashing roof lights and sirens, radio marshal and a mobile telephone.

Road Closing Car "0"

The 0 car, driven by an experienced rally crew, run each special stage following a scheduled timetable between 20 and 10 minutes before the first car is due to start, according to the length and particulars of each special stage.

Final check of the stage and final warning that the special stage is about to start. It is equipped with a loudspeaker, flashing roof lights, sirens, radio marshal and a mobile telephone.

The 0 car is not competing in the Rally as such but is the last safety car before the first car to arrive. It must not be driven at the maximum capability of the car and the driver.

Sweep Car

Sweep car runs all special stages after the last competing car, checking any immobilised car within the stage. They report to the Clerk of the Course at Rally Headquarters regarding the situation and condition of each situation they come across.

Necessary actions should be taken over by Rally Headquarters.

Sweep car collect all lists from controls and radio point marshals.

Sweep car must collect incident reports and time cards from any crew retiring from the event.

No stage controls should close unless informed by the sweeping vehicle that it has completed the stage. The authorisation to close is given by the Clerk of the Course.

Media

The journalists/photographers are issued with official tabards and passes which authorise them to move outside the areas which have been set aside for the special stage. This of course is to enable them to obtain clear action photographs; however, at no time can the photographers place themselves in a position which is a danger to them or to the competitors.

No special viewing position is necessary for journalists.

If the Senior Marshal considers that the photographer is in a dangerous location, then he must ask the photographer to move to a safe location. Be firm and calm and do not enter into a situation of confrontation.

Ensure that the photographer is clearly identifiable to the public so that they realise why and on what authority he is standing in an area where they are not allowed to go.

Ensure that all officials and particularly the senior marshal at each location is fully briefed as to on what authority he is standing in an area where they are not allowed to go.

The issuing of an identification sheet showing the various credentials is helpful to ensure that the officials assist the media where practical.

In certain cases it may be necessary to publish a special plan showing detailed

Only media representatives wearing a tabard will be permitted in those areas on the route of the special stages to which spectators are not normally admitted. All other

members of the media must conform to normal spectator standards, except for interview areas, media centres, etc.

Safe Track Procedure

On receipt of an emergency signal from the competing car the Rally server automatically sends a message by SMS to the following parties -

The Clerk of the Course whose duty it is to manage the situation.

Clerk of the Course immediately attempts to call both members of the crew of the relevant vehicle on the mobile numbers supplied by them at administrative checking in order to establish the nature of the emergency and the interventions required.

The safe track team then utilise the information supplied to establish the exact location of the emergency on a Google Earth base map and will zoom in on that location, determine the nearest available resources, and the terrain involved. They will continue to monitor that location and specifically the behaviour of following competing cars. They report the results of these attempts to the Clerk of the Course and communicate details location and terrain to the Chief Medical Officer.

The Chief Medical Officer - places the appropriate resources on standby and awaits instructions from the Clerk of the Course in regard to intervention.

The Deputy Clerk of Course - who notes the time of receipt of the message and takes no action for a period of 2 min following receipt of the emergency SMS unless otherwise instructed by the Clerk Of Course. After 2 min has elapsed he makes contact with rally headquarters (by telephone or radio) to ensure that the situation is under control failing which he takes over the management of the situation.

The MSA Sporting Delegate and the MSA Steward are informed purely for control and monitoring purposes.

Spectator Tar Stages

All tar stages on the event will be inspected and signed off by the Clerk of the Course, the MSA /FIA Steward and the second MSA Steward.

Crowd control for these stages will be managed by Crowd Control Marshals.

The entire spectator area will be lined with speed fencing barriers. Where spectator safety is a concern, due to racing or cornering speeds, a spectator exclusion zone will be created or be behind the speed fencing.

Flying finish location as indicated on the map allows safe slow down area.

Fire services and local police networks will all be available via the Joint

Operational Control.

Event emergency services will be positioned at the necessary locations throughout all the tar /spectator stages.

Cars will only be allowed to start the stage once the all clear has been given as the previous cars complete the stage.

The helicopter will only be mobilized provided that the patient falls into the stipulated helicopter call out criteria (weather permitting).

The Landing Zone will be incident dependant and GPS Co-Ordinates will be relayed accordingly.

RED Flag Procedure

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

- a. A red flag must be available at each stage radio point (situated at intervals of approximately 5 km).
- b. The red flag will be displayed to crews only on the instructions of the Clerk of the Course and only at the radio points.
- c. The flags may only be displayed by a marshal wearing a distinctive jacket as recommended in 5.2.6 of Appendix H, and 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.
- d. During reconnaissance, a sign bearing the symbol specified in 5.5.4.4 of Appendix H must be displayed at the location of each radio point. This sign may be smaller but must be clearly visible to crews performing reconnaissance in order that the location may be noted in their pace notes.
- e. On passing a displayed red flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or safety car drivers he 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.
- f. No flag other than the red flag may be deployed in a special stage.
- g. Different signalling systems (e.g. flashing lights) may be used in super special stages. Full details must be included in the Supplementary Regulations.

Communication J.O.C / V.O.C:

Rally Headquarters will be based at **Floreat Riverside Lodge** in the **Conference Centre** and the Clerk of the Course (Willie du Plessis) will control the event. This person will be in contact with all the medical personnel on the Rally. He will be responsible for dispatching the medical staff to all medical incidents. In a Mass casualty incident, Rally Headquarters will work together with the National Call centres, situated in Midrand. All operational vehicles will be controlled and dispatched from Midrand. A radio marshal will be strategically positioned in the emergency vehicle (FIV) with the CMC. The Clerk of the Course in the V.O.C / RALLY HEADQUARTERS will have a radio and will dispatch the medical staff.



A full contact list of all medical staff will be available in RALLY HEADQUARTERS as a back-up.

Classification of Emergencies

CLASS 1

No additional assistance is required – on site resources are capable of dealing with the emergency.

CLASS 2

Additional resources are required from local EMS – the onsite resources are exhausted in dealing with the incident.

CLASS 3

Additional resources are required from local authority EMS – the onsite and local EMS crews are insufficient to deal with the incident.

Notification of a Medical Emergency Procedure

In the event of a medical emergency it will be reported to Rally Headquarters / C.O.C directly through the listed communication channels i.e. via radio, cell phone, by a member of the public, marshal etc. The location and priority of the call will be given to the Clerk of the Course. The Rally Headquarters will immediately assess the positioning of the medical teams and will dispatch the closest team accordingly.

Medical Response

The “on-site” Medic based at the start of the Rally stage, will be dispatched to the scene and the patient will be treated immediately, on scene. The medic will determine the severity of the patient and report back to RALLY HEADQUARTERS. The patient will be moved to the mobile medical unit in the service park and depending on his/hers condition either be discharged or transported to the nearest most appropriate hospital. P1 (critically injured) patient/s will be transported by dedicated event ambulance or by air and P2, P3 patients by road.

The medic will liaise directly with the receiving hospitals.

All minor injuries will be managed on scene or transported to a hospital but this will be left to the discretion of the treating medical staff. All critical / priority 1 patients will be transported by the dedicated or closest operational Ambulance or Helicopter. Either an Operational Private Ambulance or a Provincial Ambulance will transport priority 2 and 3 patients. (To keep all dedicated resources on-site)

Mass Casualty Incidents

In the event of a Mass Casualty Incident the Senior Paramedic, C.M.O. or Medical Coordinator (MC) will move to the RALLY HEADQUARTERS and will work closely with the other Role Players and the National Control Centre’s.

All local Authorities will be contacted, including Disaster Management, Mpumalanga Fire Department and both Private and Provincial Ambulance services.



Aero medical ambulances will be called in to fly critical patients (see aero medical services for LZ and GPS co-ordinates).

No emergency care providers will give information to the press or public. All press releases will be done through RALLY HEADQUARTERS regarding emergencies and patients.

Responsibilities

The most senior provincial representative will take charge and facilitate as an incident commander. This person will make all decisions regarding transportation, receiving hospitals etc. He/ She will be in direct contact with the Triage officer. The most senior qualified medical representative on scene will facilitate as the Triage officer.

Triage area & rendezvous points

The other "on-site" Paramedics will create a "Staging Area" or "Triage Area." This area will conform to International Disaster management requirements, with enough access and egress points (normally a parking lot). The Operational vehicles will then be dispatched and controlled through the National Call Centres. (082 911, 084 124 & 10177) All injured patients will be moved to the "Triage area" to receive treatment and be transported to hospital. This will be determined by the severity of their injuries.

Helicopter Landing Sites and Emergency Exit Route from stages

Wherever they exist, emergency exit routes have been identified and are detailed here to ensure medical and other emergency vehicles use the fastest route into and out of the stages. These notes can be used in conjunction with the road books.

Escape Routes

All long gravel special stages have pre-determined "escape routes" which will be used by cars in distress and/or emergency vehicles so they can clear the stage as soon as possible



Stage details Itinerary



Example of a Stage detail Map indicating emergency, spectator and escape route points:

Stage Number	1		Stage Name	OLIFANTSGERAAMTE				Page
Date	Stage Distance	Ideal Time	1 st Car Start	1 st Car Finish	GPS Ref. Start	GPS Ref. End		
2016/04/22	16.42 km	25 min	10:23	± 10:32	S 25° 06,330' E 030° 45,195'	S 25° 07,140' E 030° 43,881'		
Stage & Roads Description	<p>- A major "spectator" stage close to Sabie with many good spectating points. Fast roads with loose red dusty surfaces, very slippery if wet. Starting next to the York Sawmill in Lydenburg Road, running through an old log storage yard, before crossing the D220 tar road into the Olifantsgeraamte Forest for a fairly flat section traversing backforth in the trees, then uphill the around the mountain top, followed by twisty & turning roads along the mountain contours below Longtom pass, finishing close to Lone Creek Road/Horse Shoe Falls turn-off.</p>						Landowner	

Service Parks "A, B, C, D, E & G"
"SABIE - York Sports Grounds"

Map labels include: BIRDAL VEIL FALLS, (RLF - Ceylon Forest), SABIE River, RAILWAYLINE, HAZYVIEW, R536, R537, WHITE RIVER, SABIE, YORK Saw Mill, SSS, ER 01, ER 02, R532, ER 03, ER 04, ESS 1, YORK TIMBERS, (Klein Spitskop), (View Point), R37, LYDENBURG, NELSPRUIT, YORK TIMBERS (Olifantsgeraamte Forest).

Helicopter landing sites:

23 Helicopter landing sites have been identified should air evacuation become necessary.

Crowd Safety Marshals:

Special Stage	Distance	Co-Ords	Ambulance	FIV	Escape Route	Road Block	Midpoint/ Radio	Chopper Landing	Chopper Ref	Barrier Tape	Crowd Control	NOTES
1	0.26	S25 06.409 E30 44.925								Y	Y	
1	0.31										Y	
1	0.59										Y	
1	0.70										Y	
1	1.04										Y	
1	1.12										Y	
1	1.18									Y	Y	
1	1.46	S25° 06.591' E30° 44.775'					Y			Y	Y	
1	4.00				01		Y		Y	Y	Y	
1	6.60	S25 07.073 E30 45.639			02	Y				Y	Y	
1	9.34				03				Y	Y	Y	
1	9.42									Y	Y	Prov
2	1.32	S24° 54.606' E30° 50.352'								Y	Y	
2	2.34					Y				Y	Y	
2	4.02	S24° 54.427' E30° 49.819'				Y			Y	Y	Y	
2	4.79	S24° 54.174' E30° 50.112'			05			Y		Y	Y	
2	21.13	S24° 54.139' E30° 48.629'			09	Y	Y	Y	Y		Y	
2	22.65							Y		Y	Y	
3	8.18	S24° 56.764' E30° 44.762'			12		Y	Y		Y	Y	
3	9.05	S24° 56.785' E30° 44.468'						Y		Y	Y	
3	28.26									Y	Y	
10	5.81	S25° 14.760' E31° 01.214'			13		Y	Y		Y	Y	
10	6.77	S25° 15.188' E31° 01.256'			14			Y		Y	Y	Mark big stump in corner
10	14.04	S25° 13.360' E31° 00.392'		Y		Y	Y	Y		Y	Y	
10	14.16	S25° 13.330' E31° 00.339'			15	Y	N		Y	Y	Y	No Radio Point
11	1.97	S25° 13.742' E30° 46.163'								Y	Y+	
11	2.37	S25° 13.529' E30° 46.139'			16		Y			Y	Y	
11	5.85	S25° 12.327' E30° 46.061'			17	Y	Y	Y		Y	Y	Special ORRU main road control with Provincial Traffic
11	7.12	S25° 12.040' E30° 45.976'				Y				Y	Y	
11	8.81	S25° 11.935' E30° 46.093'		Y	18	Y	Y		Y	Y	Y	
11	11.63	S25° 12.505' E30° 46.609'				Y				Y	Y	
11	11.81	S25° 12.531' E30° 46.642'		Y			Y	Y		Y	Y	

Communications Deployment:

Stage	Stage name	Operator	Call sign	Distance	1st car	Open	Stage fre	Cell number
SSS 1	York - Olifantsgeraamte	Johan de Bruyn	ZS6JHB	16.42	10.23	9.23	145.525	079 333 4107
ESS 1		Graham Reid	ZR6GJR					083 701 0511
Service A	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		10.48	9.48		081 401 2076
SSS 2	York - Driekop 1	Pieter Fourie	ZS6CN	24.25	11.41	10.41	145.550	082 573 7048
ESS 2		Pieter Myburgh	ZS6PAM					076 140 7562
SSS 3	York - Grootfontein 1	Brian Jacobs	ZS6YZ	28.60	12.27	11.27	145.575	083 255 9786
ESS 3		Willie Greyling	ZR6WGR					082 940 2490
Service B	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		13.35	12.35		081 401 2076
SSS 4	York - Driekop 2	Pieter Fourie	ZS6CN	24.25	14.38	13.38	145.550	082 573 7048
ESS 4		Pieter Myburgh	ZS6PAM					076 140 7562
SSS 5	York - Grootfontein 2	Brian Jacobs	ZS6YZ	28.60	15.24	14.24	145.575	083 255 9786
ESS 5		Willie Greyling	ZR6WGR					082 940 2490
Service C	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		16.32	15.32		081 401 2076
SSS 6	Sabie Town	Graham Reid	ZR6GJR	0.90	18.00	17.00	145.525	083 701 0511
ESS 6		Johan de Bruyn	ZS6JHB					079 333 4107
Service D	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		18.15	17.15		081 401 2076
	Parc Ferme				19.07			
Service E	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		6.42	5.42		081 401 2076
SSS 7	Nelspruit - Super Special 1	Graham Reid	ZR6GJR	1.42	8.00	7.00	145.525	083 701 0511
ESS 7		Johan de Bruyn	ZS6JHB					079 333 4107
SSS 8	Nelspruit - Super Special 2	Graham Reid	ZR6GJR	1.42	9.10	8.10	145.525	083 701 0511
ESS 8		Johan de Bruyn	ZS6JHB					079 333 4107
SSS 9	White River Schools	Pieter Fourie	ZS6CN	0.92	10.00	9.00	145.550	082 573 7048
ESS 9		Pieter Myburgh	ZS6PAM					076 140 7562
Service F	MTO Rutland Sawmill	Road Marshal only			10.12	9.12		
SSS 10	MTO Rutland	Willie Greyling	ZR6WGR	20.25	10.53	9.53	145.575	082 940 2490
ESS 10		Brian Jacobs	ZS6YZ					083 255 9786
SSS 11	York - Magsleigh 1	Johan de Bruyn	ZS6JHB	26.90	12.11	11.11	145.525	079 333 4107
ESS 11		Graham Reid	ZR6GJR					083 701 0511
Service G	Sabie - York Sport Grounds	Dawid J van Rensbu	ZS6VS		13.03	12.03		081 401 2076
SSS 12	York - Magsleigh 2	Pieter Fourie	ZS6CN	26.90	14.05	13.05	145.525	082 573 7048
ESS 12		Pieter Myburgh	ZS6PAM					076 140 7562
SSS 13	York - Spitskop	Brian Jacobs	ZS6YZ	17.41	14.57	13.57	145.550	083 255 9786
ESS 13		Willie Greyling	ZR6WGR					082 940 2490
SSS 14	York - Sabie	Graham Reid	ZR6GJR	3.28	15.50	14.50	145.575	083 701 0511
ESS 14		Johan de Bruyn	ZS6JHB					079 333 4107
	Parc Ferme							

Stage Control and Timing Marshals:

			Day 1	Day 1	Day 2	Day 2
076 782 0946	Irma May	S	1		7	8
079 020 0615	Kobus Mostert	F	1		7	8
082 412 6018	Chris Barnard	S	3	5	7	8
073 784 3481	Wim Herbst	F	3	5	7	8
083 285 0714	Arno Isemann	S	2	4	10	14
083 292 0637	Johan Steynberg	F	2	4	10	14
082 466 0915	Andre Swartz	S			11	12
082 802 0992	Susan Andrews	F	Start Rally		11	12
072 141 3660	Allen van Zyl	S	Assist S1 Start	6	9	13
082 707 5563	Francois Viljoen	F		6	9	13
			Day 1	Day 1	Day 2	Day 2
084 577 5192	Sarel Mulder		(1A) A In Sabie/Sport 10H48 FRI	(3A) B In Sabie/Sport 13H35 FRI	(6E) E In Sabie/Sport 06H42 SAT	(11A) G In Sabie/Sport 13H03 SAT
083 795 3779	Theuns Meyer		(1B) A Out Sabie/Sport 11H08 FRI	(3B) B Out Sabie/Sport 14H05 FRI	(6F) E Out Sabie/Sport 06H57 SAT	(11B) G Out Sabie/Sport 13H33 SAT
076 907 8370	Liesl de Beer		(5A) C Out Sabie/Sport 17K02 FRI	(6B) D Out Sabie/Sport 19H00 FRI	Re-start In Spagetti 08H03 SAT	Re-start In Spagetti 09H14 SAT
082 410 7605	Marie de Beer		(5B) C In Sabie/Sport 16H32 FRI	(6A) D In Sabie/Sport 18H15 FRI	Re-start Out Spagetti 08H58 SAT	Re-start Out Spagetti 09H26 SAT
082 926 8633	Mike Martin		(0) Hold In/Out Sabie town 09H00 FRI	(5D) PF Out Sabie/Sport 17H40 FRI	(6D) PF Out Floreat 06H35 SAT	(9B) F Out White River 10H42 SAT
082 303 7416	Zybrand Weppener		(0) Start Rally Sabie Town 10H00 FRI	(5C) PF In Sabie/Sport 17H09 FRI	(6C) PF In Floreat 19H07 FRI	(9A) F In White River 10H12 SAT
						(14A) Hold In Sabie-Final 15H55 SAT

Medical Services Deployment:

Call Sign	Name	Qual	Stage	Vehicle	Location
G06	Hendrik	BAA	1	HT Ambo	Start S 25° 06,434 E 030° 45,526
M40	Louis Menge	BAA	MP stage1		S 25° 07,521 E 030° 45,139
M10	Jakes	FA	2	GP Ambo2	Start S 24° 57,772 E 030° 46,929
M55	J Stassen	BLS	MP2 Stage 2		S 24° 56,788 E 030° 44,466
M24	Johan grobelaar	FA1	RB1 Stage 2		S24° 58,201' E30° 45,303'
M37	Rainier Pelser	FA3	RB3 Stage 2		S24° 56,788' E30° 44,466'
M46	Leon Cremer	WFA Ad	3	GP Ambo 3	Start S 24° 55,427 E 030° 48,452
M40	Johan Lues	FA3	MP Stage 3		S24° 52,128' E30° 47,706'
W61	Gideon Bekker	WFA Ad	RB1 Stage 3		S 24° 54,331 E 030° 48,533
M12	Gavin Wingrave	WFA Ad	RB 2 Stage 3		S24° 53,534' E30° 49,436'
V45	Louis Menge	BAA	RB 3Stage 3		S24° 54,174' E30° 50,112'
M10	Jakes	FA	4	GP Ambo2	Start S 24° 57,772 E 030° 46,929
M40	Johan Lues	FA3	MP Stage 5		S24° 52,128' E30° 47,706'
M55	J Stassen	BLS	MP2 Stage 4		S 24° 56,788 E 030° 44,466
M28	Pieter Henrico	FA1	RB2 Stage 4		S24° 57,122' E30° 45,482'
M28	Pieter Henrico	FA1	RB2 Stage 4		S24° 57,122' E30° 45,482'
M24	Johan grobelaar	FA1	RB2 Stage 4		S24° 58,201' E30° 45,303'
M37	Rainier Pelser	FA3	RB3 Stage 4		S24° 56,788' E30° 44,466'
M14	Evert	FA1	MP1 Stage 4		S24° 58,133' E30° 44,006'
M14	Evert	FA1	MP1 Stage 4		S24° 58,133' E30° 44,006'
M46	Leon Cremer	WFA Ad	5	GP Ambo 3	Start S 24° 55,427 E 030° 48,452
W61	Gideon Bekker	WFA Ad	RB1 Stage 5		S 24° 54,331 E 030° 48,533
M12	Gavin Wingrave	WFA Ad	RB 2 Stage 5		S24° 53,534' E30° 49,436'
V45	Louis Menge	BAA	RB3 Stage 5		S24° 54,174' E30° 50,112'
M10	Jakes	FA	6	GP Ambo 4	Start S 25° 05,908 E 030° 46,838
G06	Hendrik	BAA	7	HT Ambo	Start S 25° 19,609 E 031° 00,562
M44	Leon Cremer	WFA Ad	8	HT Ambo	S 25° 28,584 E 030° 59,046
M10	Jakes Kruger	FA	9	GP Ambo 1	
M44	Leon Cremer	WFA Ad	10	HT Ambo	S 25° 28,584 E 030° 59,046
G06	Hendrik	BAA	11	GP Ambo 2	Start S 25° 16,568 E 030° 59,361
M23	Johan Grobelaar		11		S25° 15,933' E30° 59,089'
M23	Evert		11		S25° 15,284' E30° 58,871'
G05	Terry	BAA	12	GP Ambo 3	Start S 25° 11,958 E 030° 46,720
W61	Gideon Bekker	WFA Ad	12 M1		S 25° 12,200 E 030° 46,652
M55	J Stassen	BLS	12 M2		S 25° 12,526 E 030° 46,639
Q 45	Louis Menge	BLS	12 M3		S 25° 12,740 E 030° 48,590
M56	Pieter Henrico	FA1	12		S25° 11,934' E30° 46,089'
M10	Jakes	FA	13	GP Ambo 1	Start S 25° 10,130 E 030° 50,206
M44	Leon Cremer	WFA Ad	13M1		S25° 11,064' E30° 48,062'
G06	Hendrik	BAA	13M2		S25° 10,577' E30° 49,270'
M23	Barry Herbst		13		S25° 10,416' E30° 46,487'
G05	Terry	BAA	14	GP Ambo 3	Start S 25° 11,958 E 030° 46,720
W61	Gideon Bekker	WFA Ad	14 M1		S 25° 12,200 E 030° 46,652
M55	J Stassen	BLS	14 M2		S 25° 12,526 E 030° 46,639
Q 45	Louis Menge	BLS	14 M3		S 25° 12,740 E 030° 48,590
M56	Pieter Henrico	FA1	14		S25° 11,934' E30° 46,089'

Ambulance and FIV at the start of every stage.

FIV = Fast Intervention Vehicle with paramedics and jaws of life

MP = Midpoint monitoring of vehicle progress



RB = Road Blocks of major intersections on stages