Stage Rally Safety Requirements - Differences between Edition 8 and Edition 9

Introduction

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Intro	These requirements are not optional – you must comply with the measures set out here	Intro	All mandatory requirements are not optional....
Intro	anybody other than a marshal on duty or a competitor who is competing is a spectator	Intro	Remember, anybody other than an official or marshal on duty or a competitor who is competing is a spectator

Section 1 - Key Elements of Safety Plans

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
1.1	This section highlights the key elements that are priority areas essential for the safe running of rally events. Safety Planning is critical to an event, as is the consideration of previous Safety Delegate reports and recommendations, and as such there may well be more than one document in your overall Safety Dossier. The primary elements of this dossier are likely to be: •☒he Safety Plan •☒he Incident Management Plan •☒perational Plans	1.1	This section highlights the key elements that are priority areas essential for the safe running of rally events. Safety Planning is critical to an event, as is the consideration of previous Safety Delegate reports and recommendations, and as such there may well be more than one document in your overall Safety Dossier. The primary elements of this dossier are likely to be: 1.1.1.☒he Safety Plan 1.1.2.☒The Incident Management Plan 1.1.3.☒perational Plans
1.3	Your draft safety plan (which may consist of one or more documents) must be submitted to Motorsport UK and Motorsport UK Safety Delegate at least 6 weeks prior to your event (you can email Competitionsandclubs@motorsportuk.org) or send with the permit application if earlier. As well as being used by the rally organising team, event officials and marshals, the Motorsport UK Safety Delegate for your event will require a copy of your draft safety plan as part of their input into the safe planning of your event and will provide their feedback to be incorporated into your safety plan. This applies to both Single-Venue and Multi-Venue events.	1.3	Your draft safety plan (which may consist of one or more documents) must be submitted to Motorsport UK and the appointed Motorsport UK Safety Delegate at least 6 weeks prior to your event (you can email rally@motorsportuk.org) or send with the permit application if earlier. As well as being used by the rally organising team, event officials and marshals, the Motorsport UK Safety Delegate for your event will require a copy of your draft safety plan as part of their input into the safe planning of your event and will provide their feedback to be incorporated into your safety plan. Please ensure this is sent well in advance of any print deadlines. This applies to both Single-Venue and Multi-Venue events.

1.5	1.5.The Incident Management Plan may be a separate document or a separate section within your Safety Plan	1.5	Changed 'may be' to 'must be'
1.6	Also, within this plan it is worth including a section on communication with the media to show how messages in the event of an incident will be managed in order that they are kept informed through official channels and not just social media.	1.6	Also, within this plan it is worth including a section on communication with the media to show how messages will be managed in the event of an incident, in order to ensure that they are kept informed through official channels and not just social media.
1.8	The overall safety plans should demonstrate that risks to the public, volunteers and competitors have been assessed and managed. The safety plans should be focused on preventative measures (planning for safety). You must describe in your plan how you have assessed safety risks and the measures taken to address them. There is an example of typical risk assessments shown in Annex C & D, which will need to be amended to suit your event plus templates which are also available on the Motorsport UK website https://www.motorsportuk.org/the-sport/risk-management/	1.8	The overall safety plans should demonstrate that risks to the public, volunteers and competitors have been assessed and managed. The safety plans should be focused on preventative measures (planning for safety). You must describe in your plan how you have assessed safety risks and the measures taken to address them. There is an example of typical risk assessments show in Annex C & D, which will need to be amended to suit your event if used (See link in 1.4)

Section 2 - Roles and Responsibilities

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
2.3.2	The Safety Delegate role has four specific parts: •Input into your event at planning stage – make contact with your safety delegate in the early stages of your planning process to agree input. •Visiting each stage usually on the day prior to the event (with the Spectator Safety Officer, Event Safety Officer or other Senior Official) to confirm set-up plans and overview safety planning proposals. •Travelling around the special stages during the event - in a safety car to a schedule agreed with you the event (potentially travelling with the Spectator Safety Officer). •Taking part in post-event debrief – including a written report to Motorsport UK that will be made available to your event. The Safety Delegate should provide you (Clerk of the Course and Event Safety Officer) with a draft copy of this for your comments and perspective prior to it being sent to Motorsport UK.	2.3.2	The Safety Delegate role has four specific parts: 2.3.2.1.Input into your event at the planning stage – make contact with your safety delegate in the early stages of your planning process to agree input 2.3.2.2.Visiting each stage, usually on the day prior to the event (with the Spectator Safety Officer, Event Safety Officer or other Senior Official) to confirm set-up plans and overview safety planning proposals. 2.3.2.3.Travelling around the special stages during the event – in a safety car to a schedule agreed with the event (potentially travelling with an Official involved in the safety planning of the event). 2.3.2.4.Taking part in post-event debrief – including a written report to Motorsport UK that will be made available to your event. The Safety Delegate should provide you (Clerk of the Course and Event Safety Officer) with a draft copy of this for your comments and perspective prior to it being sent to Motorsport UK.
2.5.6	On a Single Venue Rally, the Clerk of the Course is also responsible for ensuring that a Competitor Briefing is given to ALL competitors as part of the administrative procedures (see Annex K for further details).	2.5.6	On a Single Venue Rally, the Clerk of the Course is also responsible for ensuring that a Competitor Briefing is given to ALL competitors as part of the administrative procedures (see Section 14 for further details).

2.5.8	Clerks of the Course and Chief Timekeepers should consider the need for competitors to remove helmets and FHR devices on road sections by allowing a slightly more relaxed time where required.	2.5.8	Clerks of the Course and Chief Timekeepers should consider the need for competitors to remove, and re-fit, helmets and FHR devices on road sections by allowing a slightly more relaxed time where required.
2.7.1	The Event Safety Officer has overall responsibility for coordinating all safety matters on the event and will work with several others on the organising team. This is a key role that is essential to the safe running of an event and must be carried out by someone with considerable experience of safety at rallies.	2.7.1	The Event Safety Officer has overall responsibility for coordinating all safety matters on the event and will work with several others on the organising team. This is a key role that is essential to the safe running of an event and must be carried out by someone with considerable experience of safety at rallies. It is recommended that the appointed Event Safety Officer is registered with Motorsport UK and has attended a course outlined in 2.7.16.
2.7.2	They are responsible for ensuring that the safety manual is produced in a realistic way that reflects what is happening on the event. As part of their role they: •☒hould be involved in the planning (including route planning), delivery and debrief for the event. •☒ill produce a safety manual which matches Motorsport UK and Health & Safety requirements and will ensure that all those involved in the running of the event are aware of the plan and where appropriate have received training in its implementation. •☒ conjunction with the Chief Marshal, will ensure sufficient marshals and if appropriate, Security Industry Authority (SIA) trained personnel are involved in each venue. •☒aise with the emergency services and relevant Safety Advisory Groups to ensure full consultation is undertaken.	2.7.2	They are responsible for ensuring that the safety manual is produced in a realistic way that reflects what is happening on the event. As part of their role they: 2.7.2.1.☒hould be involved in the planning (including route planning), delivery and debrief for the event. 2.7.2.2.☒ill produce a safety manual which matches Motorsport UK and Health & Safety requirements and will ensure that all those involved in the running of the event are aware of the plan and, where appropriate, have received training in its implementation. 2.7.2.3.☒ conjunction with the Chief Marshal, will ensure sufficient marshals and if appropriate, Security Industry Authority (SIA) trained personnel are involved in each venue. 2.7.2.4.☒aise with the emergency services and relevant Safety Advisory Groups (SAG) to ensure full consultation is undertaken.
2.7.4	Guidance on the running of a service area can be found on the Motorsport UK website, RallyFuture section.	2.7.4	Guidance on the running of a service area can be found in Section 16
2.7.5	The stage plans must also include: •☒escue/recovery vehicle location. •☒ey stage personnel locations. •☒here relevant, location of mandatory communication systems, Doctors and/or Paramedics, Marshal locations, and Media Photo locations	2.7.5	2.7.5.1.☒escue/Recovery vehicle location (s) 2.7.5.2.☒ey stage personnel locations 2.7.5.3.☒here relevant, location of mandatory communication systems, Doctors and/or Paramedics, Marshal locations and, where provided, Media locations as outlined by the event organisers.
2.7.9	Liaise with the events' Chief Medical Officer and ensure first aid cover for spectators is provided in alignment with current legislation.	2.7.9	Liaise with the events' Chief Medical Officer (CMO) and ensure first aid cover for spectators is provided in alignment with current legislation.
2.7.10	Will ensure the safety plan (or relevant sections) is distributed to all those who require a copy.	2.7.10	Will ensure the safety plan (or relevant sections) is distributed to all those who require a copy. This may be in print or digital format.

2.7.16	Motorsport UK will hold Event and Spectator Safety Officer training programs each year as needed, invitations to this program will be through event Clerks of the Course.	2.7.16	Motorsport UK will hold Event and Spectator Safety Officer training programs as needed, invitations to this program will be through event Clerks of the Course.
2.8.2	Motorsport UK will hold Event and Spectator Safety Officer training programs each year as needed, invitations to this program will be through event Clerks of the Course.	2.8.2	Motorsport UK will hold Event and Spectator Safety Officer training programs as needed, invitations to this program will be through event Clerks of the Course.
2.8.5	During the event, the spectator safety officer has a key role in the management of spectators and will usually travel around the special stages to an agreed schedule prior to the live running of each stage, spotting and dealing with issues as they arise. A flow chart showing the typical running order is shown in the Motorsport UK Safety Car Roles and Responsibilities Book Annex I also found at https://www.motorsportuk.org/the-sport/rally-future/	2.8.5	During the event, the Spectator Safety Officer has a key role in the management of spectators and will usually travel around the special stages to an agreed scheduled prior to the live running of each stage, spotting and dealing with issues as they arise. A flow chart showing the typical running order is shown in Annex I and can also be found on the Motorsport UK website: [hyperlinked in document]
2.9.3	Additionally, they contact all hospitals on route to advise them of the event as well as ensuring all First Aid cover is in place, suitable and adequate for on-event spectator needs.	2.9.3	Additionally, they contact all hospitals on route to advise them of the event as well a ensuring all First Aid cover is in place and is suitable and adequate for on-event spectator needs.
2.9.5	Ideally, the CMO is located in Rally Control along with the Clerk of the Course, the Motorsport UK Steward, and the Radio Controller.	2.9.5	**Ideally,** the CMO, or their deputy, is located in Rally Control along with the Clerk of the Course, the Motorsport UK Steward, and the Radio Controller.
2.10.1	All Stage Commanders should ensure they receive copies of the appropriate sections of the event safety plan (relevant to their stage) including set-up diagrams, spectator parking and viewing area information.	2.10.1	Changed 'should' to 'must'
2.10.6	The Stage Commander or their nominated representative must also brief the marshals as they arrive at their stage..	2.10.6	The Stage Commander or their nominated representative must also brief the marshals as they arrive at their stage, or rendezvous point.
2.10.9	From 2027, all special stages must have a licensed Stage Commander. Non-licensed Stage Commanders may be used only when shadowed by a licensed Stage Commander, or when the Deputy Stage Commander holds such a licence.	2.10.9	From 2027, all special stages must have a licensed Stage Commander. Non-licensed Stage Commanders may be used only when shadowed by a licensed Stage Commander, or when the Deputy Stage Commander holds such a licence. For Single Venue Stage rallies, the Clerk of the Course may assume the role of Stage Commander. In these circumstances, they must hold a Stage Commander licence.

2.12.3	At least one member of each Safety Car must have attended one of the Motorsport UK Safety Car workshops and must undertake the annual assessment.	2.12.4	At least one member of each Safety Car must have attended one of the mandatory Motorsport UK Safety Car workshops. In order to be nominated to attend one of these workshops, Safety Car Officials must meet the following criteria: 2.12.4.1. Nominated by their Clerk of the Course 2.12.4.2. Completed the marshals' online accreditation 2.12.4.3. Have worked in a Safety Car role at least once in the previous 24 months and/or have duties to undertake in the following 18 months.
2.12.4	At least one member of the Safety Car team must have been involved in pre-event planning. All crew members of the Safety Car team must be fully briefed on the safety plans for the event by this person or another senior event official prior to the event in order that they can prepare for their role.	2.12.3	At least one member of the Safety Car team must have been involved in pre-event planning. All members of the Safety Car team must be fully briefed on the safety plans for the event by this person or another senior event official prior to the event in order that they can prepare for their role.
2.12.5	Detailed guidelines on Motorsport UK Safety Car Roles and Responsibilities are published on the Motorsport UK website and supplement the above requirements Annex I also found at https://www.motorsportuk.org/the-sport/rally-future/	2.12.8	2.12.7. Detailed guidelines on Safety Car Roles and Responsibilities can be found in Annex I.
2.12.6	The Safety Car workshop registration form will be sent to Licensed Rally Clerks each year and only those who have been nominated by the Clerk of the Course, have duties to undertake in the following 18 months and have completed the marshals' on-line accreditation will be eligible to attend the workshop.	-	Item deleted and covered in 2.12.4
2.12.7	The one-day Safety Car Workshop is mandatory, and potential delegates will be nominated by their Clerk of the Course to attend one of the Motorsport UK programmes held each year. Safety Car Officials will regularly be required to complete a refresher module and on an annual basis undertake assessment questions, prior to being issued with a new licence. Safety Car Officials will also be expected to have worked in a safety car role at least once in the previous 24 months before a licence can be issued.	2.12.5	Safety Car Officials will regularly be required to complete a refresher module and, on an annual basis undertake assessment questions, prior to being issued with a new licence.

2.12.8	It is recommended that events use the following call signs for Safety Vehicles Spectator Safety☒pec 1 000☒scar 3 Safety Delegate ☒elta 1 00☒scar 2 0☒scar 1 Interim Cars☒ Inter 1, 2 etc.	2.12.6	The following call signs are mandatory for Safety Car vehicles: 2.12.6.1.☒pectator Safety☒pec 1 2.12.6.2.☒00☒scar 3 2.12.6.3.☒afety Delegate☒elta 1☒ 2.12.6.4.☒0☒scar 2 2.12.6.5.☒☒scar 1 2.12.6.6.☒terim Cars☒ter 1, 2 etc 2.12.6.7.☒weeper Car(s)☒weeper 1 etc
-	New	2.12.7	It is recommended that all Safety Cars, and Officials Cars, using timecards are numbered 9xx for the purposes of consistency.
2.13.1	2.13.1.☒he Chief Marshal is responsible for overseeing the recruitment and deployment of sufficient marshals to allow for the safe running of the stages in conjunction with the nominated Stage Commanders	2.13.1	The Chief Marshal is responsible for overseeing the recruitment and deployment of sufficient marshals to allow for the safe running of the stages in conjunction with the nominated Stage Commanders, together with off-stage locations such as regroups.
2.13.2	2.13.2.☒hould the predicted number of marshals not be present on the day of the event, the Event/Chief Safety Officer, and/or the Chief Marshal in conjunction with the Motorsport UK Safety Delegate (or Motorsport UK Steward if a Safety Delegate is not appointed), Stage Commander and Clerk of the Course, will review and ensure that the Marshals are deployed appropriately so that it is safe to run with the number of marshals signed-on.	2.13.2	Removed reference to Chief Safety Officer.

Section 3 - Stage Marshal Requirements

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
3.13	Cadet Marshals must not be included in your predicted numbers. If a Cadet Marshal is not accompanied by a family member, the associated marshal must have a suitability (DBS/PBV) check completed. In all cases, there must be a parental consent form in place for the Cadet Marshal.	3.13	3.13.☒adet Marshals must not be included in your predicted numbers. If a Cadet Marshal is not accompanied by a family member, the associated marshal must have a suitability (DBS/PBV) check completed. In all cases, there must be a parental consent form in place for the Cadet Marshal. Thisform and other guidance can be found here: [insert link]

Section 4 - Stage Radio Requirements & Communications Plan

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
4.7	The radio communication network and Radio Controller should remain in place until all Rescue, Medical and Recovery services have completed their tasks. Under no circumstances is it permitted to request or sanction the multiple towing of vehicles. Also, the unsupervised recovery of vehicles by a competitor's service crew is forbidden from any special stage (with the exception of closed road stage rallies where the road has been re-opened for public use).	4.4.1	Wording unchanged.
4.8	4.8 to 4.9.1 has now moved up by 1 number.	4.7	Reference now 4.7, 4.8 and 4.9
4.13.1	The Radio Operator is responsible for the monitoring and operation of the Event Safety Radio Network for their location and the surroundings (NOT included in predicted numbers)	4.13.1	The Radio Operator is responsible for the monitoring and operation of the Event Safety Radio Network for their location and the surroundings (Mandatory Radio points are NOT included in predicted numbers)
4.13.2	A Radio Marshal will support the Radio Operator but will be expected to deploy from the radio car as a marshal for that location as and when required to do so. (included in predicted numbers) •Where a radio car crew is staffing a Mandatory Radio point, the Safety Radio must be staffed at all times whilst the stage is live by one of the crew. •Where a radio car crew is staffing a Supplementary Radio point, then both the radio operator and the radio marshal must be prepared to deploy away from the radio car as marshals when needed. •At a mandatory radio location requiring a red flag, a marshal must be available to display the red flag when required to do so, this may be a radio marshal (included in predicted numbers). On National events the marshal displaying the red flag must be wearing a marshals' tabard and on International Status events they must also wear the radio tabard.	4.13.2	A Radio Marshal will support the Radio Operator but will be expected to deploy from the radio car as a marshal for that location as and when required to do so (included in predicted numbers). 4.13.2.1.Where a radio car crew is staffing a Mandatory Radio point, the Safety Radio must be staffed at all times whilst the stage is live by one of the crew. 4.13.2.2.Where a radio car crew is staffing a Supplementary Radio point, then both the radio operator and the radio marshal must be prepared to deploy away from the radio car as marshals when needed. 4.13.2.3.At a mandatory radio location requiring a red flag, a marshal must be available to display the red flag when required to do so, this may be a radio marshal (included in predicted numbers). On events below International status the marshal displaying the red flag must be wearing a marshals' tabard and on International status events they must also wear the radio tabard.
4.13.5	The Radio Marshals' Handbook is also useful for further information. Microsoft Word - Radio Marshal Handbook RevXix August 24	4.13.5	The Radio Marshals' Handbook is also useful for further information and can be found here: [hyperlinked in Document]

Section 5 - Health & Safety and Working with Partners (Formerly individual Sections 5 and 9)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text

9.1		5.4	9.1-9.6 now 5.4 to 5.9 - no changes to wording.
9.7		5.10	Paragraph now split into 5.10.1 and 5.10.2
5.10.1	5.10.1.Not all Counties or Crown Dependencies have the same rules regarding casualty transport. Always check (through your CMO or Chief Safety Officer) what the local requirements are. Organisers should ensure that adequate/appropriate provisions to transport casualties to A&E are in place, this might require hiring a third party private ambulance with Doctor/Paramedic and a blue light trained driver.	5.10.1	Changed reference to Chief Safety Officer to Event Safety Officer.

Section 6 - Risk Assessment - Identify and Assess the Risks

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
No changes to existing wording.			

Section 7 - Identifying and Managing the Risk to Spectators

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
7.4	There are a number of things to be aware of and to plan for in seeking effectively manage the risks to spectators attending your event. These are set out below. You should also use the experience of your team in running the event, the debrief from the previous years event and any issues that are flagged up to you by your Motorsport UK Safety Delegate (or from previous years' Safety Delegate reports) Use your previous experience to know the popular viewing points and ensure that your marshalling teams are in position ahead of the crowd to place the spectators where you want them and to ensure that they don't establish themselves in unsuitable locations. Create an audit trail from these sources to assist planning for your next rally.	7.4	There are a number of things to be aware of and to plan for in seeking effectively manage the risks to spectators attending your event. These are set out below.
		7.5	You should also use the experience of your team in running the event, the debrief from the previous years event and any issues that are flagged up to you by your Motorsport UK Safety Delegate (or from previous years' Safety Delegate reports)
		7.6	You should use your previous experience to know the popular viewing points and ensure that your marshalling teams are in position ahead of the crowd to place the spectators where you want them and to ensure that they don't establish themselves in unsuitable locations. Create an audit trail from these sources to assist planning for your next rally.
7.5		7.7	Everything from the original 7.5 is now 7.7 onwards.

7.10	Prohibited “no-go” areas • All high-risk areas identified must be designated as prohibited “no-go” areas. Use taping where necessary, prohibited area signs (Notice B) should be erected where required but well inside any boxed off area to ensure that there is no confusion. • These areas need to be identified in your risk assessments and any actions shown as part of your safety plan. They need to be carefully marshalled by appropriately experienced individuals. Marshals’ briefings and training need to include reference to these locations along with the rationale behind the risk management approach you have taken. They should also be made aware of how to manage any specific situations at their location. • No-one should be allowed to stand in a prohibited area – member of the public, media or a marshal	7.12	Prohibited “no-go” areas 7.12.1. All high-risk areas identified must be designated as prohibited “no-go” areas. Use taping where necessary, prohibited signs (Notice B) should be erected where required but well inside any boxed off areas to ensure that there is no confusion 7.12.2. These areas need to be identified in your risk assessments and any actions shown as part of your safety plan. They need to be carefully marshalled by appropriately experienced individuals. Marshals’ briefings and training need to include reference to these locations along with the rationale behind the risk management approach you have taken. They should also be made aware of how to manage any specific situations at their location. 7.12.3. No-one should be allowed to stand in a prohibit area – member of the public, media or marshals. Previous Bullet points now numbered.
7.11	7.11.Danger area • Notice D should be used at the end of Spectator Areas to reinforce the “end of spectator zone taping/roping.” They can also be used for Time Controls preceding a Special Stage Start, Flying Finishes and Stop Lines or other areas where you do NOT wish spectators to access. The sign does NOT apply to level 2 media or to marshals. • The diagram 8.9.4 gives you an example of how to set up a crossing point and the correct coloured tape to use. It is also advisable to have crossing point signs which should be mounted at a height of approximately two metres to ensure spectators can see them from a distance. Further guidance will be available on crossing points through the Motorsport UK website RallyFuture section. • Remember, red and white tape is for route definition, no go areas and box junctions, yellow and black or highly visible netting is to define Spectator Areas.	7.13	Danger Area 7.13.1. Notice D should be used at the end of Spectator Areas to reinforce the “end of spectator zone/roping.” They can also be used for Time Controls preceding a Special Stage Start, Flying Finishes and Stop Lines or other areas where you do NOT wish spectators to access. The sign does NOT apply to Level 2 Media or to Marshals. 7.13.2. The diagram at 8.9.4 gives you an example of how to set up a crossing point and the correct coloured tape to use. It is also advisable to have crossing point signs which should be mounted at a heigh of approximately two metres to ensure spectators can see them from a distance. Further guidance will be available on crossing points through the RallyFuture section of the Motorsport UK website. 7.13.3. Remember, red and white tape is for route definition, “no-go” areas and box junctions, yellow and black or high visible netting is to define Spectator Areas. Previous bullet points now numbered.
7.12	7.12 Other areas of the route. Several bulleted points	7.14	Other areas of the route. Previous bullet points now numbered 7.14.1 to 7.14.9.
7.14.6	On, between or behind log piles is not acceptable and signage should be used to ensure spectators and the media are aware that these areas are prohibited.	7.14.6	Changed 'should' for 'must'

7.15	AI Safety Cameras	7.15	7.15.1 - 7.15.7 are new to reflect the introduction of the AI Safety Cameras

Section 8 - Motorsport UK Signs, Posters and Notices

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Annex N	Notices and Posters.	8.5.5	New. Moved table from Annex N to this section.
		8.6.1	Additional wording combining the previous text in Annex N
		8.9.5	New. Moved text relating to Tape into this section.

Section 9 - Identifying and Managing the Risks to Cars and Competitors (Formerly Section 10)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
10.1		9.1	10.1 to 10.7.5 now 9.1 to 9.7.5 - no changes to wording except as noted below.
10.5	Where an exposed significant drop exists, consider either an alternative route OR provide route definition in the form of red/white double layered tape or orange mesh to ensure the competitors can clearly see the correct route to take. Also consider methods to slow the competitors down (e.g. chicanes) should you feel it necessary.	9.5	Where an exposed significant drop exists, consier either an alternative route OR provide route definition in the form of red/white double layered tape or orange mesh to ensure the competitors can clearly see the correct route to take. Also, consider methods to slow the competitors down should you feel it necessary (see Chicanes/Tightened Junctions below and Annex S for more information)
10.7.6	If the chicane is damaged beyond just a small knock and it needs repairing, then: •☒ost a lookout for on-coming cars and use their whistle to warn their colleagues when the car is approaching. •☒nplement the agreed plan as quickly as possible, moving well away from the track if competitors are approaching. •☒ it is not safe to undertake this task – advise your Stage Commander who will contact Rally Control to determine whether the stage can be held while the chicane is re-built.	9.7.6	If the chicane is damaged beyond just a small knock and it needs repairing, then: 9.7.6.1.☒ost a look out for on-coming cars and use their whistle to warn their colleagues when the car is approaching 9.7.6.2.☒nplement the agreed plan as quickly as possible, moving well away from the track if competitors are approaching. 9.7.6.3.☒ it is not safe to undertake this take – advise your Stage Commander who will contact Rally Control to determine whether the stage can be held whilst the chicane is re-built.
10.7.8	Distances given on the following diagram are to be adhered to. If there is a significant difficulty, discuss with the Safety Delegate who should contact the Head of Rallying.	9.7.8	Changed 'are to be' to 'must be'
10.8		9.8	10.8 to 10.10.1 now 9.8 to 9.10.1 - no changes to wording save for 9.8.4 below

10.8.4	Drawing 29b (Specific to Closed Road Events)	9.8.4	Changed to 'may be used on Closed Road Events'
10.10.2	There are continuing concerns relating to spectator management. The two most prominent of these are a) spectators moving to and from their chosen location by walking on the special stage itself and b) after the special stage has been cleared to start, a volume of spectators arriving at a given point and compromising safety and/or overwhelming the deployed marshal resource at that location. It is therefore important that on stages with spectator viewing areas access must be available other than by walking along the stage and also that the gap between the two fields is kept to a minimum to discourage spectator movement.	9.10.3	The two most prominent concerns relating to spectator management are a) spectators moving to and from their chosen location by walking on the special stage itself and b) after the special stage has been cleared to start, a volume of spectators arriving at a given point and compromising safety and/or overwhelming the deployed marshal resource at that location. It is therefore important that on stages with spectator viewing areas access must be available other than by walking along the stage and also that the gap between the two fields is kept to a minimum to discourage spectator movement.

10.10.3	Applications to run Split fields on gravel events will be considered are permitted in line with the light of the following recommendations: •There shall be no more than 2 fields. This prevents excessive fragmentation of the event and length of the rally convoy. •The gap between fields shall be kept to a minimum. A gap of 5 minutes should prove adequate for stages less than 9 miles. Longer stages may require a larger gap, but this should not exceed 10 minutes, and this will determine the length of stage that is acceptable. It is not essential that the last car of the first field has reached the stage stop line before the next group starts. •There is no requirement to insert a Safety Car between the fields, indeed the use of a Sweeper for the first field is discouraged as this tends to stand down the marshals and encourage spectators to wander, possibly onto the stage itself. Certainly, recovery of failed vehicles should be avoided until the second field has completed its run unless stricken vehicles present a significant hazard to the next group of competitors. It must be remembered that where any gap in the event exceeds 20 minutes then it is necessary to run an Intermediate Safety Car before a stage restarts. •Consideration may be given to running the first field in reverse seeding which can create a more predictable timing for the "gap". Deleted •Stages must have spectator access routes that avoid the need for spectators to walk on the stage route. Stages that are unable to comply with this must be advertised as non-spectator. •There must be a process for monitoring spectator arrivals and attendance levels throughout the stage after it has commenced, as well as a means of communicating this information to Rally Control, to ensure that excessive spectator numbers do not overwhelm the marshalling resource available. If such a situation develops, if possible, a reserve resource of marshals should be available at each stage to be deployed to address excessive crowds. If no such	9.10.2	Bullets now numbered 9.10.2.1 - 9.10.2.5
10.10.2.3	It must be remembered that where any gap in the event exceeds 20 minutes then it is necessary to run an Intermediate Safety Car before a stage restarts.	9.10.2.3	It must be remembered that where any gap in the event exceeds 20 minutes you must run an Intermediate Safety Car before a stage restarts.
10.10.2.4	Stages must have spectator access routes that avoid the need for spectators to walk on the stage route. Stages that are unable to comply with this must be advertised as non-spectator.	9.10.2.4	Stages must have spectator access routes that avoid the need for spectators to walk on the stage route, save for designated crossing points. Stages that are unable to comply with this must be advertised as non-spectator.
10.10.4		9.10.4	10.10.4 to 10.12.12 now 9.10.4 to 9.12.12 - no changes to wording.

10.12.12	Trackers or Tracking Apps must be fitted or in use in all defined Safety Cars, including the Safety Delegate's vehicle in addition to all competing cars. Consideration should be given to fitting trackers to other Officials cars, such as Road Closing and Opening Cars on Closed Road Rallies and additional set-up vehicles which might be traversing a Stage.	9.12.12	Trackers or Tracking Apps must be fitted or in use in all defined Safety Cars, including the Safety Delegate's vehicle in addition to all competing cars. Consideration should be given to fitting trackers to other Officials cars, such as Interim Cars, Road Closing and Opening Cars on Closed Road Rallies and additional set-up vehicles which might be traversing a Stage.
Annex L	Splits & Merges	9.13	New section incorporating the previous Annex L
Annex R	Tightened Junctions	9.14	New section incorporating the previous Annex R.

Section 10 - Safety Cars and their Duties (Previously Section 11)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
11.10.1	Where there is an unplanned gap of more than 20 minutes between competitors, it is mandatory to run an Interim Safety Car or consider cancelling the stage on safety grounds.	10.10.1	Where there is an unplanned gap of more than 20 minutes between competitors, it is mandatory to run an Interim Safety Car.
11.11.5	The stage is technically clear once the Sweeper Car has been through and when the Clerk of the Course and/or Stage Commander have given the "stand down" command.	10.11.5	The stage is technically clear once the Sweeper Car has been through and when the Clerk of the Course and/or Stage Commander have given the "stand down" command. For Closed Road events, please refer to 10.12.4.

Section 11 - Working with Media (Previously Section 12)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
12.1	Motorsport UK has implemented a Rally Media Accreditation scheme that is valid for special stage rallies, single-venue rallies and rally time trials. It is underpinned by a Code of Conduct, plus strict conditions. It features two levels to cater for the different needs of journalists and photographers/broadcasters:	11.1	Motorsport UK has implemented a Rally Media Accreditation scheme that is valid for special stage rallies, single-venue rallies and rally time trials. It is underpinned by a Code of Conduct, plus strict conditions. It features three levels to cater for the different needs of journalists and photographers/broadcasters:
-	New	11.1.1	New - Event Media (previous Level One), offers a Media Pass providing access to Start/Finish locations, Regroup, Service Park and designated Spectator Areas. To be facilitated by the Event Organisers

12.1.1	Level One offers a Motorsport UK Media Pass only and caters mainly for the needs of local and National journalists.	11.1.2	Level One adds a Motorsport UK tabard (of a different colour) and is a probationary level for new Rally Media Accreditation applicants. This probation applies for two events which are to be attended with an existing Level Two accredited person who is nominated as a Mentor & Assessor. Additional privileges as afforded to Level Two are also afforded to Level One.
12.2	Level Two adds a Motorsport UK Tabard – carrying additional privileges set out in the conditions below – and caters only for photographers and broadcasters. * For media from other ASNs, it is important that the event confirms their accreditation and experience prior to allowing them onto the event. Knowledge of their identification should then be included in the Media Plan.	11.1.3	Level Two adds a Motorsport UK tabard – carrying additional privileges set out in the conditions below. All Level Two Media are allocated a permanent number. For Media from other ASNs, it is important that the event confirms their accreditation and experience prior to allowing them onto the event. Knowledge of their identification should then be included in the Media Plan.
12.3	Details of this accreditation scheme can be found in Annex H.	11.1.4	No change to wording
12.4	The Media are crucial to our sport and we recognise the advantages in media coverage of our events.	11.2	Combined old 12.4 and 12.5 together.
12.5	If you have any questions relating to Motorsport UK Rally Media Accreditation or Ra	11.2	Combined old 12.4 and 12.5 together.
12.6	The accreditation documents can be found at https://www.motorsportuk.org/Resour	11.3	Combined old 12.6 and 12.7 together.
12.7	Updated media sign-on forms for organisers are available here: https://www.motors	11.3	Combined old 12.6 and 12.7 together.
12.8	Event organisers are encouraged to use a Motorsport UK Level Two Accredited Photographer to capture and supply any promotional images required. However, to assist where such an arrangement is deemed impractical, an event organiser may nominate and sign on one Event Photographer and an Event Videographer of their choosing, subject to a written request and subsequent authorisation by Motorsport UK. The request must state why it is deemed impractical to use an existing Motorsport UK Level Two Accredited Photographer and provide all relevant details of the preferred individual, who as a minimum must be an accredited Motorsport UK Rally or Cross Country Marshal, having completed the online training modules. They must also have public liability insurance cover of at least £5 million. If successful in their request to Motorsport UK, the Event Photographer/Videographer may be allowed provisions and access equivalent to those of Motorsport UK Level Two accredited media. The Event Photographer/Videographer will also be subject to the same Code of Conduct and conditions as Motorsport UK Level Two accredited media.	11.4	Event organisers must use Motorsport UK Level Two Accredited persons as their 'Official' representatives to capture and supply any promotional images required.

12.11	The FIA has released a new rally media safety video, stating that, 'We strongly recommend that you use this video as part of the accreditation and on-site briefing process for media at all rally events in your country.' Please note that the FIA has asked that you use your discretion in not distributing the video further or uploading it onto YouTube or social networks, as it is a media safety video and is not intended for general spectator consumption.	11.7	It is strongly recommended that you use any FIA Rally Media Safety Videos as part of the accreditation and on-site briefing process for Accredited Media. Please note that these videos are not for uploading to social media or for wider distribution as they are not for general spectator consumption.
12.12			Deleted

Section 12 - Training and Briefing of Marshals (Previously Section 13)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
13.6	The Officials signing on form has been updated to enable marshals to record their status. Stage Commanders must ensure that a Marshals registered status is checked prior to the event or at signing on.	12.6	Changed 'registered' for 'accreditation'
13.8.1		12.8.1	Bullets now numbered 12.8.1.1 - 12.8.1.10 - no change to wording.
13.9.1	All marshals need to have received a briefing from the event in relation to any safety specific matters.	12.9.1	All marshals must have received a briefing from the event in relation to any safety specific matters.
13.9.3		12.9.3	Bullets now numbered 12.9.3.1 - 12.9.3.10 - no change to wording.
13.12.2		12.12.2	Bullets now numbered 12.12.2.1 - 12.12.2.9 - no change to wording.

Section 13 - On-Stage Advertisements (Previously Section 14)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
14.1.4	All arches must NOT be of the inflated or 'blow up' type or powered by a generator or compressor	13.1.4	All arches must NOT be powered by a generator or compressor.
		13.1.7	New
		13.1.8	New

Section 14 - Competitor Briefing (Previously Annex K)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Annex K	Competitor briefing	Section 14	Added into main body of the document as a key element of a process undertaken during an event. Added in three additional bullet points in relation to explaining how the tracking system operates, identify who the Competitor Liaison Officer is and a brief explanation of AI Cameras if applicable.

Section 15 - First On Scene (Previously Annex O)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Annex O	First Competitor on Scene	Section 15	Now called First on Scene as applicable to all persons involved.

Section 16 - Service Area Guidelines (Previously Annex P)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Annex P	Service Area Guidelines	Section 16	Added into main body of the document
		16.1.1	Changed 'should' for 'must'.
		16.2.1	Changed 'should' for 'must'
		16.2.4	Changed 'should' for 'must' and added suitable size.
		16.2.5	Added sentence on ballast compliance with manufacturer instructions.
		16.2.6	Changed 'should' for 'must' in brackets and last sentence and added further text.
		16.2.7	Changed 'should' for 'must' in the first and last sentence.
		16.2.9 f	New
		16.2.20	New
		16.3.2	Changed 'should' for 'must' in the first sentence.
		16.6.5	Changed 'should' for 'must'.
		16.10.2	Changed 'should' for 'must'.
		16.2.17	Added 'together with use of the appropriate signage' at the end of the existing sentence.

Section 17 - Operation of a Refuel Zone (Previously Annex Q)

Edition 8 Ref.	Previous Text	Edition 9 Ref.	Revised Text
Annex Q	Guidance for the Operation of a Refuel Zone	17.1	Changed 'should' for 'must'.