

10.9.3	<p><i>It is suggested that this video is made available to all competitors as part of the briefing (on a Single Venue) as well as being made available to competitors on the event website. The key points from these videos are available as Annex I and these should be included in the competitors' road book as well as the Marshals' instructions.</i></p> <p><i>You may wish to add a section to the road book, reminding competitors of the regulation and their required action should a yellow flag be shown to them.</i></p>
10.10	Tracking
10.10.1	<i>Exact details of the system will be circulated well before any implementation date but organisers should consider the following points in readiness:</i>
10.10.2	<i>Additional space will be required at scrutineering for the tracking company to install units in cars</i>
10.10.3	<i>Additional time should be allowed for scrutineering</i>
10.10.4	<i>Rally Control will require an internet connection as well as a dedicated laptop/PC to view the tracking system on</i>
10.10.5	<i>Competitors will be required to transmit an OK or SOS signal when they are stopped on a Stage</i>
10.10.6	<i>Voice communications will be possible with a competitor who has pressed the OK/SOS button. Someone in Rally Control should be nominated to deal with these calls</i>
10.10.7	<i>The Clerk of the Course will be able to issue yellow flag notifications to selected crews on any Special Stage</i>
10.10.8	<i>Marshals should be advised of the system and advised of the voice calls capability if the crew are injured or unresponsive.</i>
11	SAFETY CARS AND THEIR DUTIES
11.1	For all <i>Single-Venue</i> Stage Rallies,
11.1.1	The minimum requirement is to run <i>either a</i> (spectator) safety car or a 0 car.
11.1.2	For all single-venue Rallies with known spectator attendance, the minimum requirement is to <i>run two safety cars. The Steward may travel in the first safety car if required.</i>
11.1.3	For a Single Venue Event, <i>the Steward</i> will travel through <i>a group</i> of stages prior to the first competitor <i>and then</i> after any major changes to the route/ <i>Stage layout</i> .
11.1.6	<i>It is important that a safety car goes through after a change to a group of revised stages to ensure that they are set up according to plan. This vehicle may include the Safety Delegate.</i>
11.2	For <i>Multi-Venue</i> Stage Rallies,
11.2.4	ALL safety car crew members <i>including the 0 car</i> must have voice communication between <i>vehicles</i> and Rally Control.
11.2.5	The 0 car does NOT need to be clear of the Special Stage before the first car starts as long as the MSA Safety Delegate has approved it to run <i>and the Clerk of the Course is satisfied that the time schedule is adequate to ensure they will be able to be clear of the Stage ahead of the first competing car.</i>
11.4	Those operating safety cars do not need to hold a competition license – they must however have safety <i>experience and by 2018 one member of each vehicle must have attended the Safety Car workshop.</i>
11.8	The Safety Delegate will usually run before 00 to enable the crew of <i>the 00</i> vehicle to undertake any additional actions required.

11.10	Interim Safety Cars
11.10.3	It is not necessary for the Interim Safety Car to be clear of the Stage <i>before the First Car enters</i> , dependant on length and terrain (see 11.2.5).
11.11	<i>The size and type of event will determine the number of safety cars needed as well as the likely timings. These timings will of course also be affected amongst other things by the length of Stage, number of competitors and weather conditions. The guide below may be helpful</i>

FCD minus XX minutes	Small Single Venue	Larger Single Venue	Multi Venue Stage	Large Multi Venue Stage
40 – 50				Spec Safety /000
30 – 40			000 (if required)	000 (if required)
20 – 30			MSA SD	MSA SD
10 – 20		MSA Steward	Spec Safety/00	00
10 - 15	MSA Steward	Spec Safety/00		
5 - 10	0 or Safety	0	0	0

11.12	Road opening car and road closing car descriptions should only be used on closed road events . <i>Further information on this will be available as an annex following any government decisions in relation to closed road legislation</i>
12	WORKING WITH THE MEDIA
12.1	<i>The MSA has implemented a Rally Media Accreditation scheme that is valid for special Stage Rallies, Single-Venue Rallies and rally timed 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:</i>
12.8	All Accredited Media will have undertaken the <i>Marshals</i> on-line learning modules.
13	TRAINING AND BRIEFING OF MARSHALS
13.1	All Marshals are required to have completed the on-line learning modules which relate to 1. The Roles and Responsibilities of a Marshal, 2. Spectator Management and 3. Incident Management in order to become Accredited
13.2	<i>The event is responsible for ensuring that Marshals are either Accredited, Registered or buddied and that the predicted number of Marshals has been met, unless circumstances have changed which necessitates the amendment of the predicted numbers.</i>

13.6	<i>The officials signing on form will be updated during 2017 to enable Marshals to record their status. Stage Commanders should ensure that registration/accreditation cards are checked prior to the event or at signing on.</i>
13.7	New or Inexperienced Marshals – Buddying
13.7.1	Any potential Marshal arriving at your event MUST sign-on to ensure that you have all their details and <i>have been</i> encouraged to complete the MSA’s on-line registration and accreditation so that once completed, the MSA can contact them regarding being added to the existing registration database. A Marshals’ <i>recognition package was launched</i> in 2017.
13.7.4	All new or inexperienced Marshals should then be allocated a location where an experienced Marshal can support them during their first events. <i>It is recommended that a ratio of no more than 4 newcomers to one buddy be implemented.</i> Particular attention should be paid to placing new or inexperienced Marshals in appropriate locations where they will have the support of other Marshals and where they will not be expected to deal on their own with spectator management.
13.7.5	<i>Where experienced Marshals are not yet Accredited, they too will need to be located with an Accredited Marshal</i>
13.9	Briefing Session – Marshals <ul style="list-style-type: none"> <i>A reminder about the importance of using a whistle to advise Marshals and spectators on an approaching safety or rally car</i>
13.10	Assisting Cars
13.10.2	When an incident happens, a marshal’s primary responsibility is to act as a look out in order to allow another person to assess the needs of the competitor; Awareness of this will be included in the Marshals’ on-line learning modules which ALL Marshals have to complete before becoming Accredited. <i>The use of the Marshals’ whistle is strongly recommended as part of this role.</i>
13.10.7	The MSA has provided <i>guidance through</i> posters for this purpose (see the Elfyn Evans Poster below) and they are available to download from the RallyFuture resources page on the MSA website.
13.11	Communication with Spectators
13.11.2	Provide links to MSA safety videos <i>including “Don’t be like Bill” Rally Stage spectator safety video, the FIA Safety video as well as those from other events</i> such as Mull and Wales Rally GB – all these can be found on the MSA RallyFuture resources page.
13.11.9	<i>On the reverse of any tickets you should always include Notice A from the MSA Yearbook.</i>
	APPENDICES
	<i>ANNEXES A – I all have amendments/updates</i>
	<i>ANNEX J Predicted Marshal strength</i>
	<i>ANNEX K Competitor briefing</i>
	<i>ANNEX L Splits & Merges</i>



<i>ANNEX M</i>	<i>Risk Assessment Templates</i>
<i>ANNEX O</i>	<i>First on Scene</i>
<i>ANNEX P</i>	<i>Service Area Guidelines</i>
<i>ANNEX Q</i>	<i>Refuelling Guidelines</i>
