



Road Racing Risk Assessment  
For ACU Affiliated Road Racing Clubs  
NG Road Racing Version 1.3

## Road Racing Risk Assessment for ACU Affiliated Road Racing Clubs

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### Version Control

Revision	Name	Date	Page No(s)	Brief Description of Amendment
1.0	Steve Bostock	26022025	Cover, NG Version	Update of cover page and general specific to NG Road Racing,
1.1	Steve Bostock	26022025	P3/4	Item 9: Road Racing Control Measures Updates.
1.2	Steve Bostock	26022025	P16	Hazard ID 18 - update for Mental Health 1st Aiders on site. Addition of Hazard ID 20
1.3	Steve Bostock	25022026	P3 / Various Hazards	General updates more specifically designed to cover this none competition event (testing and training only)

## RISK ASSESSMENT STATEMENT ASSOCIATED WITH AFFILIATED ROAD RACING CLUBS THAT ORGANISE MOTORCYCLE CLOSED CIRCUIT EVENTS:

Venue: Castle Combe Circuit. Chippenham, Wiltshire. SN14 7HD		Event: Motor Cycle Circuit - Test and Training Day
ACU Permit No: Race: ACU 206922 ACU Temporary Course License Number: ACU T014	Date: Saturday 7 <sup>th</sup> March 2026	Risk Assessment carried out by: Steve Bostock. NG Road Racing Event Secretary (FIM Clerk of the Course & Steward License # FIM16000)

### SAFETY ASSESSMENT STATEMENT

1. This Risk Assessment has been produced which outlines hazards associated with Motorcycle testing and training on a closed circuit .
2. The Risk Assessment takes into consideration hazards to competitors/officials/marshals/teams/mechanics/families/spectators.
3. The Risk Assessment allows for Testing and Training events to take place in a responsible, controlled, and safe manner.
4. Organising Clubs may wish to adopt this risk assessment as their own and in doing so may add additional measures to suit local needs. If using this risk assessment, an Organising Club accepts responsibility for its content and accepts the control measures that have been identified.
5. This risk assessment is considered to be suitable and sufficient and as such adopts a position of as low as is reasonably practicable in terms of the control measures put in place to mitigate the hazard / risk.

#### 6. Hazard Identification and Risk Assessment:

The primary aim of this risk assessment is to allow the ACU affiliated Club (the 'Race Organiser') to discharge their legal responsibility under the Health and Safety at Work etc Act 1974 and as such are required to carry out a Suitable and Sufficient assessment of the risk of their activities.

#### 7. Permit and Insurance

ACU Ltd is one of eleven authorising bodies named in section C of the 1995 Off Road Motor Vehicle Regulations (SI 1371)). As with any other event held under the auspices of the ACU, each event is issued with an ACU Permit once the governing body has satisfied itself that the Supplementary Regulations for the event meets the ACU requirements as laid down in the National Sporting Code and relevant Sport Standing Regulations. Where an event is an 'Authorised Event' in accordance with the Motor Vehicles (Off Road Events) Regulations 1995, ie. the Permit has been issued, it is exempt from sections 1-3 of the Road Traffic Act 1988 (as amended 1991) whilst the event is being run in a public place (other than a Public Highway). This exemption shall only apply to those competitors whilst participating within the rules of the event and to those officials for the purpose of undertaking their duties.

**8. Off-Road Events - The Motor Vehicles (Off-Road Events) Regulations 1995 (as applicable in the UK):** The issue of Authorisation under the Motor Vehicles (Off-Road Events) Regulations 1995 to this event is valid subject to compliance with the requirements of the legislation, the relevant regulations of the ACU and the Supplementary Regulations as approved for this event. In accordance with Regulation 3(2) of the Motor Vehicles (Off-Road Events) Regulations 1996 the Authorisation may be revoked at any time before the event is held or while the event is being held. For all Road Racing events held under an ACU Permit, the insurance in place is £40 million Public Liability cover.

#### 9. Road Racing – Control Measures

Due to the nature of Road Racing, all hazards pose a risk of injury to competitors, officials, spectators, media and residents. In general, the following controls are in place:

- All competitors will be in possession of an ACU/SACU competitors Road Race licence.
- Foreign competitors must hold a Road Race licence issued by their own Federation, who must provide NG Road Racing and the Auto Cycle Union permission to partake in the event in writing prior to the date of the event. The start permission must include repatriation insurance.

- All competitors are required to wear protective clothing (leathers, helmets, gloves, boots) to defined standards Event Supplementary Regulations that are commensurate with the ACU Handbook (Road Race Standing Regulations).
- For this test and training day, It is the rider's responsibility to ensure his/her machine and all clothing including crash helmet and equipment is in a race worthy condition **each and every time they enter the circuit** during testing and/or training. An identification "dog-tag" must be worn at all times providing the wearers name and date of birth. Back protectors must be used.
- Medical facilities are in place at this event commensurate with the minimum medical requirements as outlined in the ACU Road Racing Standing Regulations.
- Competitor licences/insurance are checked prior to the start of the event by the Race Organiser.
- Marshal training takes place prior to the event.
- All Officials and Marshals are signed on prior to the event.
- Competitors make the choice of what visor to wear on their helmet according to the conditions.
- Any competitor who falls from his machine during practice/qualifying or racing will not be allowed to continue regardless of speed or circumstances. The "Fit to Ride" process requires both machine and rider to be formally passed fit to race following a fall. In the event of a fall, where damage or any contamination of the crash helmet including grass or dirt is evident, the rider shall undergo a mandatory head injury assessment whether they intend to continue on track or not.
- All Newcomers to Road Racing must undertake the Competitor Training Course and the Bike Rider Assessment.

#### **10. Course Protection**

Approved and Homologated Course protection as per ACU Road Race Track Inspection Requirements is put in place around Road Racing Circuits (both permanent and temporary) to mitigate the risk of injury to members of the public / spectators / officials / marshals and competitors and formally inspected by the ACU Track Inspector before the issuance of the ACU Course Licence.

#### **11. Medical and Recovery**

There will be qualified Medical assets deployed around the Circuit during periods of practice/training. There will be Recovery vehicles in place around the Circuit to retrieve motorcycles which have stopped either through mechanical failure or because the competitor has been involved in an incident.

#### **12. Traffic Management**

Where necessary, a traffic management plan is put in place by the Organiser and the circuit owners in conjunction with Local Authorities to minimise traffic congestion, particularly while entering and leaving the venue.

#### **13. Safety Car**

A close down Circuit inspection lap is carried out prior to the start of a practice/training by the Clerk of the Course / Incident Officer. Each Marshal point will be identified by the waving of a flag, the flag to be displayed at the discretion of the Clerk of the Course. All Ambulances around the Circuit will display flashing blue lights during the Inspection lap.

#### **14. Signing-On Process**

All competitors and Officials are required to sign on before the start of the event ie. before the start of their first practice/qualifying session.

- All Officials sign on and in doing so, acknowledge the risks of motorsport and confirm they are physically fit to carry out their duties to which they have been appointed by the Race Organiser.
- During the Signing On process for all Competitors, they acknowledge the risks of motorsport and declare/confirm the following:
  - I declare that I have had the opportunity to read, and that I understand the National Sporting Code of the ACU, the ACU Standing Regulations, such Supplementary Regulations that have or may be issued for the event and agree to be bound by them.
  - I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I confirm that I understand the nature and type of event I am entering and its inherent risks and agree to accept the same notwithstanding that such risks may involve negligence on the part of the organisers or officials.
  - I confirm that I am not currently suspended from ACU permitted competition or on the ACU Stop List as a result of incurring a Concussion injury.

- I accept that insurance arranged on my behalf by the organisers of events that I may enter specifically excludes liability between the participants. I understand that this form may be used in litigation as evidence that any serious injury will be principally the result of my voluntary decision to engage in a high-risk activity.
- I consent to details of any injuries I may suffer at this event being passed between all medical services and the Clerk of the Course.
- I have read and understood The Auto Cycle Union Ltd Data Protection Policy and consent to the collection and retention of my personal information by the ACU.
- I confirm that the machine(s) as described below which I shall participate on shall be suitable and proper for the purpose. I confirm that I am eligible to compete on the machines for which I have entered.
- I accept responsibility for any items borrowed from the Organiser during the event. These items include but are not restricted to (safety clothing, transponders, accessories). I understand that I am liable for the cost or replacement of any items lost or not returned and non-payment or non-replacement of items borrowed may affect my entry into subsequent events.
- I confirm that I have not been refused an ACU Licence, nor had an ACU Licence suspended, nor have I been excluded from any ACU competition.
- Competitors/Officials acknowledge the Risk of Motorsport as follows:

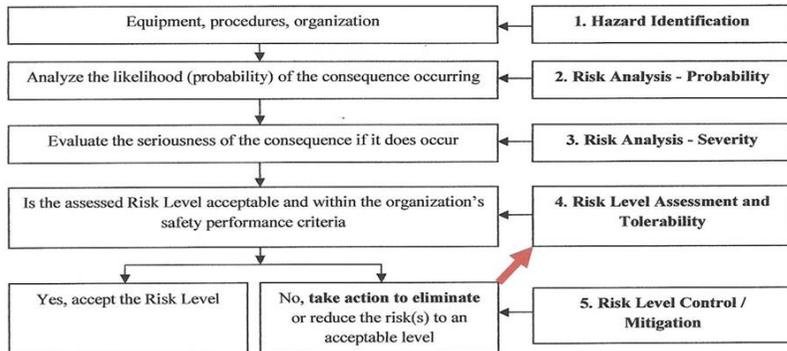
#### **15. ACKNOWLEDGEMENT OF THE RISKS OF MOTORSPORT:**

When Signing On at an ACU permitted event, the competitors acknowledge that:

I understand that by taking part in this event I am exposed to a risk of death, becoming permanently disabled or suffering some other serious injury and I acknowledge that even in the event that negligence on the part of the ACU, any event organiser, any circuit owner, the promoter, the organising club, the venue owner, or any individual carrying out duties on their behalf were to be a contributory cause of any serious injury I may suffer, the dominant cause of any serious injury will always be my voluntary decision to take part in a high risk activity. I have read the above and acknowledge that my participation in motorsport is entirely at my own risk. I agree that I am required to register on arrival by "signing on" at the designated place before taking part in any Practice Session /Race.

# General Risk Assessment

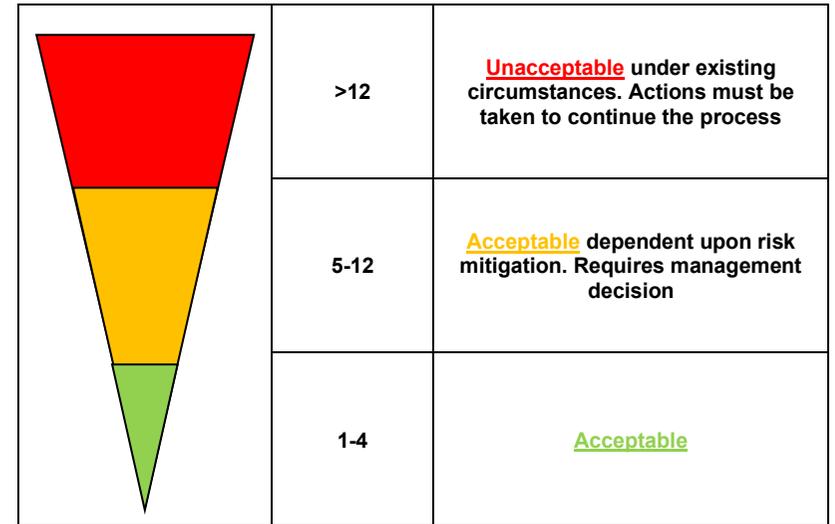
ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
	State hazard	State root cause/trigger That resulted in the outcome	Consider factors that may make the situation worse	Worst possible outcome of Hazard & Cause coming together	Scored IAW Risk Matrix Scored IAW Risk Matrix	Colour coded risk level	Actions taken to limit likelihood	Actions taken to limit severity	Scored IAW Risk Matrix Scored IAW Risk Matrix	Colour coded risk level	Is residual Level of Risk at ALARP Status Yes/No	Additional Remarks /Intentions	Open/Closed/Ongoing/ Name/Post of Owner



Probability	RISK MATRIX				
	Severity				
	5-Catastrophic	4-Critical	3-Major	2-Minor	1-Negligible
5-Frequent	25	20	15	10	5
4-Occasional	20	16	12	8	4
3-Remote	15	12	9	6	3
2-Improbable	10	8	6	4	2
1-Extremely Improbable	5	4	3	2	1

Probability/Likelihood	Definition	Value
Frequent	Likely to occur many times Has occurred frequently	5
Occasional	Likely to occur sometimes Has occurred infrequently	4
Remote	Unlikely to occur, but possible Has occurred rarely	3
Improbable	Very unlikely to occur Not known to have occurred	2
Extremely Improbable	Almost inconceivable that event will happen	1

Severity	Definition	Value
Catastrophic	Fatality or disabling injury	5
Critical/Hazardous	Serious injury/illness or Dangerous Occurrence (Refer to Riddor Guidance)	4
Major	"3-Day" injury or illness	3
Minor	Minor injury or illness (first-aid only)	2
Negligible	No injury accident or incident	1



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1	Spectators, Marshals / Officials struck by moving motorcycle or flying parts of a motorcycle as a result of motorcycles leaving designated racing area.	Lack of preparation of Motorcycles by Competitors / Teams prior to the start of the event  Adverse weather conditions causes lack of adhesion to the racing surface  Competitors on circuit that have a variance of speed / ability  Cause of hazard may be as a result of fluids (eg. oil leak) as well as parts of the motorcycle that have become detached.	Competitors health  Competitors fitness  Competitors injured in events leading up to the Event in which the incident has taken place.	Fatality / Serious Injury to spectators / Officials / Competitors	5	25	Newcomers to Road Racing complete the CTC and BRA mandatory courses.  All competitors are licenced and upgraded at intervals pursuant to number of meetings completed and results achieved.  Competitors complete pre-licence medical questionnaire as part of licencing requirements and resulting from that questionnaire have a full medical if required.  Competitors who have been injured in events leading up to an event are placed on the Stop List. Competitors who have suffered with Concussion or had a Head Injury must seek clearance from their GP and be passed fit to ride before they are allowed to compete any further ACU event.  Approved and Homologated Course protection is put in place  Competitors given additional time as appropriate to familiarise themselves with the Circuit.  Competitors compete in practice/qualifying/racing in Classes commensurate with performance of their motorcycle (eg. 1000cc, 600cc, 400cc, 125cc)  Choice of tyres made by competitors	Circuit inspection by CofC / IO identifies any issues.  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications  If necessary, CofC will either delay or postpone testing/training sessions until conditions are more appropriate.  Oil, other substances or debris are treated by fully trained Marshals  All motorcycles have red light fitted to the rear of the machine except for Classic/Vintage machines participating in their own event/race which are exempt.	2	10	Yes	The risk is reviewed on each event and appropriate control measures put in place to mitigate the risk to achieve a risk assessed to be suitable and sufficient and as low as is reasonably practicable.	Ongoing
					5								5

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2	Spectators / Marshals / Officials struck by a moving motorcycle or flying parts of a motorcycle as a result of motorcycles leaving designated racing area due to rider injury/illness	Rider injured in an incident on event or injured in an incident in a previous meeting prior to the event in which the incident took place	Competitors fitness Competitors ability Failure of other Organisers to report riders who have been injured	Fatality / Serious Injury to spectators / Officials / Competitors	5	25	<p>ACU competition licence form has medical declaration requirement</p> <p>Injured or ill competitors need to have CMO sign off to say they are medically fit to continue testing/training.</p> <p>Competitors are placed on a Medical Stop which remains in place until they have seen the CMO.</p> <p>Competitors who have been injured in events leading up to an event are placed on the Stop List. Competitors who have suffered with Concussion or had a Head Injury must seek clearance from their GP and be passed fit to ride before they are allowed to compete any further ACU event.</p> <p>Any competitor suffering from a concussion injury will be automatically excluded from any further participation in the event. The competitor also needs to seek medical approval from his GP after a statutory period (as identified in the RR Standing Regulations) before he can continue to compete in any form of ACU competition.</p> <p>In the event of a competitor having a crash, where any damage whatsoever or evidence of debris including soil, grass etc is present on their crash helmet, that rider shall receive a mandatory Head Injury Assessment and sign a self declaration if the assessment is negative (all clear)</p>	<p>Circuit inspection by CofC / IO identifies any issues.</p> <p>Incident Management Plans</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p> <p>Air Med Helicopters (on request)</p> <p>Radio and flag communications</p> <p>All competing motorcycles go through Technical Inspection prior to the start of practice/qualifying or racing</p> <p>If necessary, CofC will either delay or postpone testing/training session until conditions are more appropriate.</p> <p>Oil, other substances or debris are treated by fully trained Marshals</p> <p>All motorcycles have red light fitted to the rear of the machine except for Classic/Vintage machines participating in their own event/race which are exempt.</p> <p>Marshals have suitable PPE</p>	2	10	Yes	The risk is reviewed on an annual basis and appropriate control measures put in place to mitigate the risk to achieve a risk assessed to be suitable and sufficient and as low as is reasonably practicable.	Ongoing
					5				5				CofC

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3	Spectators / Officials / Marshals struck by parts becoming detached and falling from poorly maintained moving motorcycle / Sidecar	Lack of machine preparation by Competitors prior to the start of competition.	Motorcycles not scrutineered prior to practice / qualifying / racing	Fatality / Serious Injury to spectators / Officials / Competitors	3	15	Competitors reminded via Event Final Instructions that they are responsible for the track worthy condition of their machine, which must be checked before each and every time they join the circuit. This also applies to the race clothing, helmet and PPE.  Marshals observe motorcycles whilst circulating around the Circuit and report potential defects to Race Control who instruct black / orange flags to be issued. As such the competitor needs to leave the Circuit as soon as possible, rectify the issue and then have the machine checked before he is allowed out on Circuit.	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications  Oil, other substances or debris are treated by fully trained Marshals  All motorcycles have red light fitted to the rear of the machine except for Classic/Vintage machines participating in their own event/race which are exempt.	2	10	Yes		Ongoing
					5				5				
4	Spectators / Marshals / Officials struck by large vehicle or flying parts of a large vehicle as a result of persons entering designated racing area or large vehicles entering / leaving designated racing area.	Emergency vehicles responding to an incident and enter the Circuit without prior authorisation	Oil, other substance or debris on the Circuit  Changes to the original schedule due to cancellation of previous practice/qualifying / race sessions.  Race Control / Marshals unaware of emergency vehicles on the Circuit	Fatality / Serious Injury to spectators / Officials / Competitors	2	10	Warning messages to spectators.  Trained and competent Marshals  Marshals Incident Management around Course  Circuit inspected and licenced by Governing Body  Event and Officials operate under Governing Body permit  Radio Communications from Race Control to emergency vehicles / marshals to advise when vehicles enter/exit the Circuit  Any non-racing vehicle needs authorisation from the Clerk of the Course to access the Circuit once the Circuit has been deemed as closed.	Competent vehicle drivers  Maintained Vehicles with daily driver checks in place.  Course Inspection identifies any issues.  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	Yes	The risk is reviewed on an annual basis and appropriate control measures put in place to mitigate the risk to achieve a risk assessed to be suitable and sufficient and as low as is reasonably practicable.	Ongoing
					5				5				CofC

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5	Race Control unaware of position of Safety Car on Circuit due to communications failure	Safety Car deployed by CoFC to attend an incident / pick up competitors	Safety Car cannot be stopped due to comms failure, may cause incident or become involved in an incident.  Marshals may be on the Circuit clearing up after an incident, tending to oil spillages, sweeping debris etc.	Fatality / Serious Injury to spectators / Officials / competitors	5	25	Trained and competent Marshals.  Trained and competent Race Control Officials  Marshals training  Drivers fully aware of Flag signals and their meaning  Marshals to use flag signals to convey instructions to Drivers	Competent Drivers  Maintained Vehicles with daily driver checks in place.  Course Inspection identifies any issues.  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	No	Continual training and awareness	Ongoing
					5				5				CofC Drivers Marshals
6	Use of Drones during periods Racing is in progress	Drones fall from the air and land on the Circuit whilst practice / qualifying / racing is in progress	Drone operator loses control of drone and drone descends and falls on the Circuit and/or hits a spectator / member of the public / Marshal  Drone operator loses control of drone and drone descends and hits a competitor whilst travelling at high speed	Fatality / Serious Injury to spectators / Officials / competitors	5	25	Trained, observant and competent Marshals.  Marshals training / Incident Management Course  Trained and competent Race Control staff  Drones are strictly not permitted anywhere around the venue during this event.	Dynamic risk assessment by CoFC to determine whether practice / qualifying / race session should be stopped in the event of a drone being spotted.  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	2	10	Yes	Live monitoring.	Ongoing
					5				5				CofC Marshals
7	Injury due to poorly fitted or older/non-CE marked protective equipment failing during incident	PPE (leathers, helmet, boots, gloves) of a lower quality which is not up to the required standards	Helmet easily damaged thus no protection to the head.  Leathers come apart at the seams or are easily torn.  Boots easily damaged and offers no protection to the feet / lower leg.	Fatality / Serious Injury to competitors	5	25	All clothing / gloves / boots, the specifications for which are outlined in the ACU Road Race Standing Regulations and the Supplementary Regulations for the event.  Helmets adhere to FIM / ACU specifications  All the above are checked by Technical Officials if the rider has been involved in an incident / fallen from his machine.	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	No	All personal protection is continually reviewed to enhance safety as technology improves	Ongoing
					5				5				CofC Road Race Committee

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8	Access to and from height / slips, trips and falls	Access to Race Control  Some Marshal positions are placed in areas which may restrict or impede access to Marshal positions.	Poorly maintained Marshal post.  Slippery surface  Access to Race Control  Access to Marshal point difficult  Age of Marshals  Physical ability of Marshals	Serious injury / Injury to Race Control staff / Marshals	4	12	Marshal PPE Requirements  Marshal Training / Incident Management Course  Marshals report any defects that need repair / replacing  CofC conducts track inspection prior to any activity on Circuit to identify any areas of concern that may need to be rectified	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	4	No		Ongoing
					4				4				CofC
9	Manual Handling	Potential for musculo-skeletal injury, crush injury, cuts and bruises to hands, feet, arms and legs	Marshals / Officials not trained in manual handling techniques.  Lack of appropriate equipment to assist with manual handling tasks.	Injury / Serious injury to Marshals / Officials	3	9	Mechanical Handling provided for removal /lifting of equipment as necessary.  Mechanical handling provided to assist Marshals with moving Course protection  Circuit management to provide assistance / mechanical handling as necessary.  Rapid removal of motorcycles / debris by trained and competent Marshals.  Marshals training	PPE provided as appropriate  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)	2	6	No		Ongoing
					3				3				CofC Chief Marshal / Circuit Management

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10	Noise	Potential ear damage to Start Line Officials / Marshals / Assembly Area Marshals	Motorcycles warming up / engines running  Mass Start	Damage to hearing of Officials / Marshals	4	8	Marshals training  Officials briefings conducted by CoFC or DCofC  Most competitors have ear plugs fitted  Start Marshals / Marshals / Assembly Area Marshals supplied with ear protection  Machines are sound tested before the start of competition and excessively noisy machines not allowed to start until matter is rectified. Noise limits commensurate with Road Race Standing Regulations		2	4	No		Ongoing
					2				2				CofC / Circuit Management
11	Temperature	Burns from hot parts of motorcycle and hot temperatures due to weather.  Medical impacts of high ambient temperatures  Medical impacts of very low temperatures	Marshals / Officials handling motorcycle after an incident  Marshals stood out for long periods in hot temperatures / sun  Marshals stood out for ong periods in low temperatures / very cold conditions	Major / minor burns to an individual  Dehydration  Fatigue	3	9	Marshals training  Officials briefings conducted by CofC or DCofC and Chief Marshal  Provision of appropriate PPE (gloves), first aid provision  Marshal shelters at some locations.  Provision of water for Officials when excessively hot	Incident Management Plans  First Aid and Emergency Plans Emergency vehicles  Air Med Helicopters  Radio and flag communications	1	3	No	Continual training and awareness including daily briefings, reactive to conditions.	Ongoing
					3				3				CofC Chief Marshal

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12	Hazardous substances	Marshals / Officials exposed to hazardous substances	Untrained personnel exposed to fuels, oils, fire extinguishing media, alcohol.	Marshals / Officials may suffer from Major / minor burns to skin. Skin disease. Skin discolouration. Inhalation of noxious fumes.	3	9	Trained and competent Marshals. PPE Provision of First Aid ACU standards for alcohol (see NSC chap 9) Competitors and Officials briefings conducted by CofC or DCofC		1	3	No	Continual training and awareness	Ongoing
					3				3				CofC ACU Ltd
13	Use of recreational drugs	Competitor / Official identified / reported for use of recreational drugs	Inability to carry out duties due to use of drugs  Competitors performance affected by drug abuse.  Competitors could lose control of motorcycle causing machine to leave the Circuit hitting spectators/ marshals	Fatality or serious injury to Spectators / Officials / Marshals / other competitors due to competitor being under the influence of drugs	3	15	Trained and competent Marshals.  Competitors and Officials briefings conducted by CofC or DCofC  ACU Standards for Use of recreational drugs (see NSC chap 9)  Competitors and Officials are excluded from the event with the possibility of further sanctions being imposed.  Drug testing kits from ACU.	Possibility of random Drugs Testing at event of competitors and Officials during event as instigated by the ACU.  Any rider or Official who might test positive for recreational drugs are immediately excluded from the event and reported to parent Federation who may then take further disciplinary action.  In terms of ACU / SACU licence holders, any rider or Official who tests positive for the use of recreational drugs will face an exclusion from the event and the possibility of further disciplinary action.	1	5	No	Continual training and awareness	Ongoing
					5				5				CofC

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14	Alcohol induced spectator	Spectators who have been heavily drinking, decide to encroach onto the Circuit whilst motorcycles are circulating	Spectators struck by oncoming competitors  Competitors following behind get caught up in the incident  On impact, motorcycle leaves designated Circuit and impacts with other spectators / Marshals	Fatality / Serious Injury to spectators / Officials / competitors	5	25	Trained and competent Marshals.  Marshals advise Race Control of alcohol consumption amongst spectators  Race Control contact Circuit Management / security for assistance.  Circuit management/security contacts local Police if the situation necessitates such action.  Chief Medical Officer / Medial Assets around the Circuit	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	Yes		Ongoing
					5				5				CofC / Venue Duty Manager
15	Competitors suspected of Alcohol or drug abuse during the event	Competitors have been drinking or have indulged in the use of recreational drugs prior to practice / racing	Competitors lose control of their machine, causing an incident which may result in injuries to other competitors / officials / marshals or damage to property	Fatality or serious injury to spectators / Officials or other competitors	5	25	Rider Briefings conducted by CofC or DCofC  Possible alcohol testing by CMO  Possible drug testing by CMO  External drug testing by professional organisation arranged on a strict need to know basis. Competitors and Officials randomly selected.  Trained and competent Race Control Staff  Trained and competent Marshals	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	Yes	Alcohol and drug testing procedures reviewed on an annual basis.  ACU requirements reviewed on an annual basis.  ACU NSC reviewed on an annual basis	Ongoing
					5				5				CofC

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
16	Marshal checks of the road surface after Circuit inspection	Marshals are walking the Circuit to check for any defects to the road surface (lubricants / debris etc)	Safety Car may be circulating  Ambulances / Emergency vehicles may be circulating	Fatality / Serious Injury to spectators / Officials /	3	15	Competent and trained Race Control staff  Trained and competent Marshals.  CofC ensures no vehicle is on the Circuit unless he has given authorisation to give access.  CofC would instruct red flags to be displayed with immediate effect if a Car / Vehicle was on the Circuit without his authority.	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	2	10	No		Ongoing
					5				5				CofC
17	Machine / competitor on fire following an Incident on the Circuit	Competitor has an incident whilst in practice / qualifying or racing	On impact the machine is severely damaged.  Petrol tank is damaged and leaks petrol  Motorcycle engine is damaged and fluid leaks from machine  Hot engine parts is smothered in flammable liquid and machine / competitor catches fire  Race Engines continue to run.	Fatality / Serious Injury to spectators / Officials / competitors	3	15	Competent and trained Race Control staff  Trained and competent Marshals.  Marshals PPE  Fire extinguishers in situ at marshal points.  CofC would instruct red flags to be displayed with immediate effect neutralising activity on the Circuit  CMO & Medical Assets  Emergency Services on call for rapid response	Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	2	10	No		Ongoing
					5				5				CofC Race Control

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
18	Post Incident Traumatic Stress	Competitors, Officials, Marshals and/or Spectators have witnessed an incident which may have caused them some stress	Riders may be affected by what they witnessed thus affecting their ability to compete in future races.  Officials / Marshals may be affected by what they witnessed thus affecting their judgment / confidence to carry out their duties  Spectators may be affected by the post incident scenes which they may have witnessed	Effect on individuals to either compete or officiate in the rest of the event or future events.	4	12	Immediate debriefs CofC/Chief Marshal  'get together' of those involved at the incident debrief organised by Chief Marshal / Race Organiser  Counselling service provided by ACU.	Whilst counselling may not necessarily ensure the individual affected may be able to carry out his duties in the short term, any counselling provided by the Race Organiser is designed to help the individual through the post incident traumatic stress in which he/she may find themselves.  NG Road Racing have several Mental Health First Aiders on duty at all events, who are readily accessible for all parties who may be affected.	2	6	Yes		Ongoing
					3				3				CofC Affiliated Club
19	Potential for protests by Groups wanting to highlight issues and use motorsport events to gain publicity	Protesters try to disrupt the event by gaining access to the Circuit or elements of the event to disrupt practice / qualifying or racing.	Protesters try to disrupt the event during periods of competition  Competitors circulating at high speeds  Risk of collision with bikes circulating a high speed and protesters gaining access to the Circuit.  Riders / Marshals / protesters / spectators severely injured or worse	Fatality / Serious Injury to spectators / Officials / competitors	2	10	Competent and trained Race Control staff  Trained and competent Marshals.  Marshals PPE  Fire extinguishers in situ at marshal points.  CofC would instruct red flags to be displayed with immediate effect neutralising activity on the Circuit  Race Control liaison with Circuit / Duty Manager  CMO & Medical Assets  Emergency Services on call for rapid response	Police to attend and where necessary use Nationally approved protocols  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Radio and flag communications	1	5	Yes		Ongoing
					5				5				CofC Circuit Management
20	Slips, Trips & Falls	Injury due to tripping/falling on trailing leads in the paddock and pits areas	Power cables feeding caravans from power sources not correctly covered/protected/hidden.	Serious Injury / injury to Competitors, officials, team members, families, spectators	4	12	Full inspection of the living/working paddock areas post set-up to ensure there are no exposed leads.  Document in Final Instructions requirement to cover/protect all trailing leads to avoid them being removed.  Ongoing monitoring throughout the event.	Full medical services on hand during "live circuit" hours contactable through Race Administration or Race Control.  Out of live operating hours: First Aiders and first aid kits available on site 24 hours a day  Call emergency services 999 providing exact location of injured party. Ensure a responsible person is waiting at the main entrance to the venue to direct emergency services to the casualty.	2	6	Yes		Ongoing
					3				3				CofC

## RACE CONTROL RISK ASSESSMENT

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
1	Noise causing distraction	Disruption in Race Control caused by excessive noise from motorcycles	Noise within the room, radio communications, telephone calls and discussions/chatter amongst individuals  Race Control staff miss important messages due to noise.	Incident on Circuit which may lead to serious injury or fatality to competitors / Marshals / spectators or members of the public	4	20	Trained and disciplined Race Control staff  Windows remain closed when track is live.  Headsets for Radios  Air conditioning  Portable fans	When required CofC asks that noise is kept to the minimum  Casual visitors to Race Control reduced  Authorised personnel only unless otherwise stipulated by CofC.  Competitors / Teams are invited to discuss any issues in another quiet location away from Race Control.	1	5	No	Race Control layout, equipment, procedures continually under review.	Ongoing
					5				5				CofC
2	Slips, Trips & Falls	Injury to Race Control staff or visitor	Poorly positioned furniture.  Personal items not stored away properly, causing obstruction  On the entrance to Race Control, there is a step which can cause personnel to trip / be off balance  Trailing leads	Serious Injury / injury to Race Control personnel	4	12	Furniture positioned not to cause an obstruction  Personal belongings stowed away not to cause an obstruction  Computer cables / Radio base station cables stowed not to cause an obstruction  Step on the entrance to Race Control appropriately marked and visitors are warned of the step on entry. Race Control personnel are aware of this step.	CMO (a qualified Doctor) or first aider available at short notice to give immediate first aid response in RC.	2	6	No	Race Control layout, equipment, procedures continually under review.	Ongoing
					3				3				CofC
3	Low Sun	Visual impairment	No blinds on windows  Sun glare on IT monitors, therefore unable to follow any information shown such as timing screens	Race Control personnel may suffer Injury, slip / trip / fall.	3	9	Furniture positioned not to cause an obstruction  Personal belongings stowed away not to cause an obstruction  Computer cables / Radio base station cables stowed not to cause an obstruction  Good housekeeping rules for Race Control personnel	CMO (a qualified Doctor) or first aider available at short notice to give immediate first aid response in RC.	2	6	Yes	Race Control layout, equipment, procedures continually under review.	Ongoing
					3				3				CofC

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
4	Fire	Outbreak of fire in Race Control  Outbreak of fire in building near to Race Control	Number of persons in Race Control.  Poorly positioned furniture.  Personal belongings not stowed away.  Cables obstructing walkways  Lack of fire-fighting equipment  Race Control staff panic and unaware of fire evacuation procedures  No fire evacuation procedures	Serious Injury. Major/minor burns to Race Control personnel. Smoke intoxication.	3	15	Fire extinguishers available.  Emergency Services called by dialling 999  Liaison with Circuit Manager  Evacuation procedure for Race Control in place  Actions on discovering a fire' instructions available in Race Control  Furniture positioned not to cause an obstruction  Personal belongings stowed away not to cause an obstruction  Computer cables / Radio base station cables tidied away not to cause an obstruction  CMO in Race Control or nearby to provide immediate first aid response if required  Any motorcycles circulating on the Circuit are immediately red flagged and all bikes return to the Paddock under red flag conditions.	Trained and competent Race Control Staff  Trained and competent Marshals  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications  Race Control personnel to decant to alternative location.	1	5	Yes	Race Control procedures reviewed on a regular basis	Ongoing
					5				5				CofC
5	Comms failure	Inability to communicate either prior to or during practice / qualifying or racing	Motorcycles circulating on the Circuit  Command and control element of race Control severely diminished  Incident takes place on Circuit whilst communications inoperable	Fatality / Serious Injury to spectators / Officials / competitors to competitors / Officials / Spectators in the event of an incident due to Race Control not able to communicate with the Circuit to issue instructions as appropriate.	2	10	If Communications fail before the start of a practice / qualifying / race session commences, session delayed until reliable communications have been re-established.  If communications fail during a practice / qualifying / race session, CofC stops the session by issuing command to the Start / Finish line, normally located within the vicinity of Race Control.  Mobile phone communications with Marshal points.	Trained and competent Race Control Staff  Trained and competent Marshals  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Air Med Helicopters (on request)  Radio and flag communications	1	5	Yes	Race Control procedures reviewed on a regular basis	Ongoing
					5				5				CofC

## TECHNICAL BAY RISK ASSESSMENT

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
1	Motorcycles queue for noise testing	Motorcycles fall over, causing an obstruction or motorcycles fall onto a Team Member / or spectator	No segregation between motorcycles and public.  Fire / explosion  Leakage of fluids from motorcycle	Serious Injury / Minor injury to spectators / Team Members / competitors	3	9	Queuing time minimised.	Crowd barriers in place to segregate members of the public / spectators from queuing motorcycles if necessary  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	1	3	Yes		Ongoing
					3		3		Paddock Manager Chief Technical Officer				
2	Stationary motorcycles in Technical Bay	Motorcycles unstable and fall over, causing an obstruction or fall onto a Technical Official	Enclosed space  Fire / explosion  Leakage of fluids from motorcycle	Serious Injury / Minor injury to spectators / Team Members / competitors	3	9	Chief Technical Officer inspects Technical Bay before the start of each noise testing period	Defined Bays identified to allow maximum space in enclosed area.  Fire extinguishers available  Absorbent materials available to soak up any spilt liquid  Technical Officials wear PPE  Technical Officials wear sensible footwear  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	1	2	Yes		Ongoing
					3		2		Chief Technical Officer				
3	Noise	Excessive noise from motorcycles	Enclosed space  Lack of ear protection	Hearing related injuries to Technical Officials / Team personnel / competitors	3	9	Motorcycles are not started in the Technical Bay, therefore no issue with Noise in an enclosed space. The noise testing area is outside the bay.	Ear defenders provided by Race Organiser available from Race Office  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	2	4	Yes		Closed
					3		2		Chief Technical Officer				

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
4	Slips, Trips and Falls	Obstacles / equipment causing a hazard to Technical Officials / Mechanics / Team personnel / competitors	Enclosed space. Very busy over specific times of the day / evening prior to the start of practice / racing	Injury to Technical Officials / Mechanics / Team personnel / competitors	3	9	Chief Technical Officer inspects Technical Bay before the start of each noise test period  Restricted Access  Trained and competent Technical Officials  Equipment / tools / cables kept tidy to minimise risk of slips/trips/falls  Motorcycles held by mechanics / placed on paddock stand for stability	Fire extinguishers available  Absorbent materials available to soak up any spilt liquid  Technical Officials wear PPE  Technical Officials wear sensible footwear  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	2	6	Yes		Closed
					3				3				Chief Technical Officer Technical Director
5	Fuel & Oil Spillage	Fuel & Oil spillage may cause individuals to slip / fall	Individuals may slip / fall which may result in injury  Enclosed space. Very busy over specific times of the day / evening	Minor Injury to Technical Officials / Mechanics / Team personnel / competitors	3	9	Chief Technical Officer inspects Technical Bay before the start of each noise testing period  Trained and competent Technical Officials  Restricted Access  Motorcycles held by mechanics / placed on paddock stand for stability	Fire extinguishers available  Absorbent materials available to soak up any spilt liquid  Technical Officials wear PPE  Technical Officials wear sensible footwear  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	2	6	Yes		Closed
					3				3				Chief Technical Officer

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
6	Fire in the Technical Bay	Fire resulting from fuel spillage or a flammable or combustible material.	Enclosed space.  Very busy over periods of technical inspection  A combination with a sufficient quantity of an oxidizer such as oxygen gas or another oxygen-rich compound is exposed to a source of heat or ambient temperature	Could cause injury, severe injury or a fatality to Rider / mechanic / Technical Officials	3	15	Chief Technical Officer inspects Technical Bay before the start of each noise test period  Fire procedures in place  Evacuation of Technical Bay procedures in place  Trained and competent Technical Officials  Restricted Access	Fire extinguishers available  Absorbent materials available to soak up any spilt liquid  Technical Officials wear PPE  Technical Officials wear sensible footwear  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	1	5	Yes		Closed
					5		Equipment / tools / cables kept tidy to minimise risk of slips/trips/falls  Motorcycles held by mechanics / placed on paddock stand for stability  Amount of fuel in Technical Bay restricted to fuel housed in tank on motorcycle	5	Chief Technical Officer				
7	Motorcycles involved in an incident / recovered from the Circuit and located in the Technical Bay until collected	Slips / Trips and Falls  Hazardous materials	Enclosed space  Fumes  Fire  Motorcycle parts / debris causes risk of individuals tripping / slipping	Could cause an injury to Technical Officials / Mechanics / Team Members.  Intoxication caused by fumes	3	9	Trained and competent Technical Officials  Restricted Access  Motorcycles involved in an incident / recovered from Circuit are impounded in the in the Technical Bay until authorised for release.	Fire extinguishers available  Absorbent materials available to soak up any spilt liquid  Technical Officials wear PPE  Technical Officials wear sensible footwear  Technical Bay is secured during periods when not in use  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles	1	3	Yes	For those Competitors who have been fatally injured, their motorcycles are recovered and kept by the Police in a secure location.	Closed
					3		Limited / restricted access	3	CofC Chief Technical Officer Circuit Manager				

## START LINE / ASSEMBLY AREA / PIT LANE RISK ASSESSMENT

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
1	Start Line	Moving motorcycles whilst forming up on the Start Line at the commencement of training practice starts  Motorcycles are forming up on the Start Line to commence the scheduled session.	Noise of machines	Injury to rider or Officials	4	12	CofC or DCofC conducts officials briefings  Trained and competent Officials  Ear defenders available for Officials	First Aid/Medical support available  Emergency Service support available  First Aid and Emergency Plans via Race Control comms.  Emergency vehicles  Fire Extinguishers available at side of the track	2    3	6	Yes	N/A	
2	Start Line	Mass Start  Collision on Start Line during basic rider assessment practice starts.  Rider stalls motorcycle and is hit from behind	Fire  Slippery surface  Slips / trips and falls	Serious Injury Injury to Riders	4	12	CTC / BRA training for all ACU licenced competitors and included in BRA training is a practice start from the Grid.  Riders gain experienced and are upgraded in terms of licence  Trained and competent Officials  No fuel allowed on Start Line, except for that already contained in machine  Effective Communications System  Spectators moved away from pit wall during the Start procedure	First Aid/Medical support available  Emergency Service support available  Fire extinguishers available at side of the track  Incident Management Plans  First Aid and Emergency Plans  Emergency vehicles  Fire Extinguishers available at side of the track  CofC to red flag session to prevent riders circulating and coming onto the incident.	2    3	6	Yes	N/A	

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
3	Start Line	Fuel / Oil Spillage Fire Slippery surface Slips / trips and falls	Number of machines stationary on circuit while waiting to commence practice start.	Serious Injury Injury to Rider / Mechanic / Support Crew / Spectator	4	12	Trained and competent Officials No fuel allowed on Start Line, except for that already contained in machine Effective Communications System	First Aid/Medical support Emergency Service support available Incident Management Plans First Aid and Emergency Plans Emergency vehicles Fire Extinguishers available at side of the track	2	6	Yes	N/A	
					3				3				
4	Start Line	Competitors losing control of a machine at the start Rapid acceleration of motorcycle from a standing start.	Surface damp / wet Oil/other substance causes lack of adhesion Lack of experience of competitor Eagerness / nervousness of competitor prior to the start of practice / qualifying / racing	Injury to Rider / Spectators / Officials	3	9	Officials / Marshals and Spectators located in areas deemed to be safe Licenced Competitors to a minimum standard ACU Licence issued to competitors CTC & BRA training for riders	Incident Management Plans First Aid/ Medical Support First Aid and Emergency Plans Emergency vehicles Radio and flag communications CofC will red flag practice / racing session if required.	2	6	Yes	N/A	
					3				3				

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
5	Start Line	Competitors losing control of a machine through the Start/Finish line whilst on a flying lap Whilst travelling at high speed through the Start / Finish line, a rider loses control of his machine either by himself or touching another machine	Surface damp / wet Oil/other substance causes lack of adhesion	Fatality / Serious Injury to spectators / Officials / competitors	5	25	Officials / Marshals and Spectators located in areas deemed to be safe Licenced Competitors Armco Barriers / Debris Fencing positioned appropriately CofC instructs the deployment of Red Flags to stop the practice / qualifying / race session if required Trained and competent Officials Trained and competent Marshals	Incident Management Plans First Aid/ Medical Support Air Med available on request First Response Fire Support First Aid and Emergency Plans Emergency vehicles Radio and flag communications CofC will red flag practice / racing session if required.	1	5	No	N/A	

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
6	Start Line	Fire on the Start Line Quantity of fuel Compact space Discarded cigarette	Possible explosion	Fatality / Serious Injury. Major / minor burns to Members of the public / spectators / Officials / Marshals / competitors.	3	15	CofC or DCofC conducts Officials briefings  Officials / Marshals and persons located in areas deemed to be safe  Trained and competent Officials  Trained and competent Marshals  No fuel on Start Line other than the quantity held in petrol tank on machine.  Start Line evacuated until area is deemed safe  Competitors lined up to allow space between each rider and starting row.  Controlled number of persons / guests  Smoking prohibited including the use of E Cigarettes. Appropriate signage	Incident Management Plans  First Aid/ Medical Support  First Aid and Emergency Plans  Emergency vehicles  Radio and flag communications  CofC will red flag practice / racing session if required.	1	5	Yes	N/A	
				5	5								

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
7	Assembly Area	Riders congregate prior to the start of a testing / training session  Restricted space  Riders get too close to each other and motorcycles touch causing a rider to lose balance and potentially fall over  Riders arrive to Assembly Area last minute and arrive too fast potentially running into the back of a rider in front who is already assembled and ready for the session to commence	Injury to riders  Damaged motorcycles  Fire  Collision with persons whilst riding to the Assembly Area	Fatality / Serious Injury to spectators / Officials / competitors / Major / minor burns to Members of the Public / Spectators / Officials / Marshals / Competitors	5	15	Tannoy announcements made giving riders plenty of notice of the commencement of a session.  Trained and competent Officials  CofC or DCofC conducts Officials briefings  Smoking prohibited including the use of E Cigarettes	Competent Pit Crews  Incident Management Plans  First Aid/ Medical Support  First Aid and Emergency Plans  Emergency vehicles  Air Med available on request  Radio and flag communications  CofC will red flag practice / racing session if situation requires it.	2	6	Yes	N/A	
					3		3						

ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity				Post Mitigation Severity				Owner
8	Pit Lane	Speeds of motorcycles in pit lane  Collision of motorcycles in pit lane	Collision of motorcycles with pit crew members / members of the public	Fatality / Serious Injury to spectators / Officials / competitors	3	15	Pit Lane Speed Limits - 60 kph  Trained and competent Officials  CofC or DCofC conducts competitors / Officials briefings  One-way system, motorcycles enter at the top of Pit Lane and exit through the bottom – no two-way traffic.  Quantity of Fuel per Rider / Team limited.  Pit lane is prohibited to members of the public .  Entry to Pit Lane restricted	Incident Management Plans  First Aid/ Medical Support  First Aid and Emergency Plans  Emergency vehicles  Radio and flag communications  CofC will red flag practice / racing session if required.	1	5	Yes	N/A	
					5				5				
9	Pit Lane	Fire in Pit Lane  Quantity of fuel in pit lane  Fuel held in containers not deemed suitable  Possible explosion given the amount of fuel in pit lane.  Discarded cigarette	Pit Crew/ Officials  Other Competitors	Fatality / Serious Injury to spectators / Officials / competitors / Major / minor burns to Members of the Public / Spectators / Officials / Marshals / Competitors	5	15	Trained and competent Officials  CofC or DCofC conducts Rider/Officials briefings  Officials / Marshals and Spectators located in areas deemed to be safe  Fuel held in metallic or hard plastic containers  Smoking prohibited including the use of E Cigarettes	Fuel quantities limited.  Competent Pit Crews  Incident Management Plans  First Aid/ Medical Support  First Aid and Emergency Plans  Emergency vehicles  Air Med available on request  Radio and flag communications  CofC will red flag practice / racing session if situation requires it.	2	6	Yes	N/A	
					3				3				