



Road Racing Risk Assessment
For ACU Affiliated Road Racing Clubs
NG Road Racing V1.2

Road Racing Risk Assessment for ACU Affiliated Road Racing Clubs

List of Contents:

Risk Assessment Statement
General Risk Assessment
Race Control Risk Assessment
Technical Bay Risk Assessment
Start Line/Assembly Area/Parc Ferme/Pit Lane
Electric Motorcycle Risk Assessment

Page Numbers:

3 – 5
6 - 16
17 – 18
19 - 21
22 – 29
30 - 33

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

RISK ASSESSMENT STATEMENT ASSOCIATED WITH AFFILIATED ROAD RACING CLUBS THAT ORGANISE ROAD RACING EVENTS:

Venue: BARC Pembrey – ACU PCL 015	Event: Motor Cycle Circuit Test and Race Weekend
ACU Permit No: Race: ACU 206927 Testing: ACU 207329	Date: 26 th 27 th 28 th June 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 Road Racing.
2. The Risk Assessment takes into consideration hazards to competitors/officials/marshals/teams/mechanics/families/spectators.
3. The Risk Assessment allows for Road Racing 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.
- 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).

- All protective clothing are inspected by Technical Officials prior to the start of the event. All clothing and equipment inspected and passed at Technical Inspection must be used/worn at all times while on circuit during the event.
- All competitive machines are inspected prior to the start of any practice or race session to ensure they comply with the ACU Standing Regulations for Road Racing and the Supplementary Regulations for the event.
- It is the rider's responsibility to ensure his/her machine and all clothing and equipment is in a race worthy condition **each and every time they enter the circuit** during testing, free practice, qualifying and racing. 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 a Road Race 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.
- 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/qualifying and racing. 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 in conjunction with Local Authorities to minimise traffic congestion.

13. Safety Car

A close down Circuit inspection lap is carried out prior to the start of a practice/qualifying or race session 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 confirm that if any part of the event takes place on a public highway, the machine(s) described below shall be insured as required by the Road Traffic Acts, or equivalent legislation, and that they will comply with the regulations in respect thereof.
- 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:

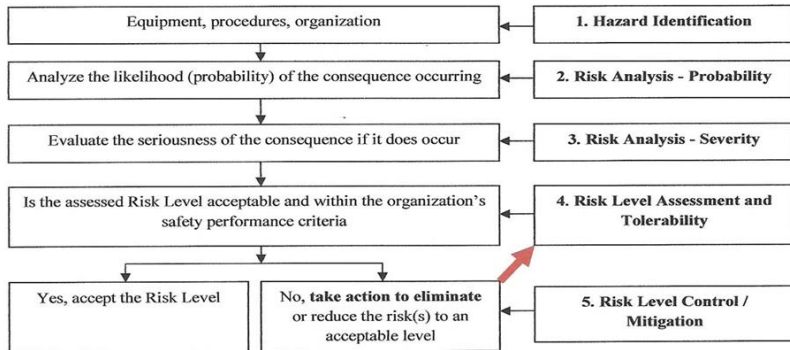
15. ACKNOWLEDGEMENT OF THE RISKS OF MOTORSPORT:

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

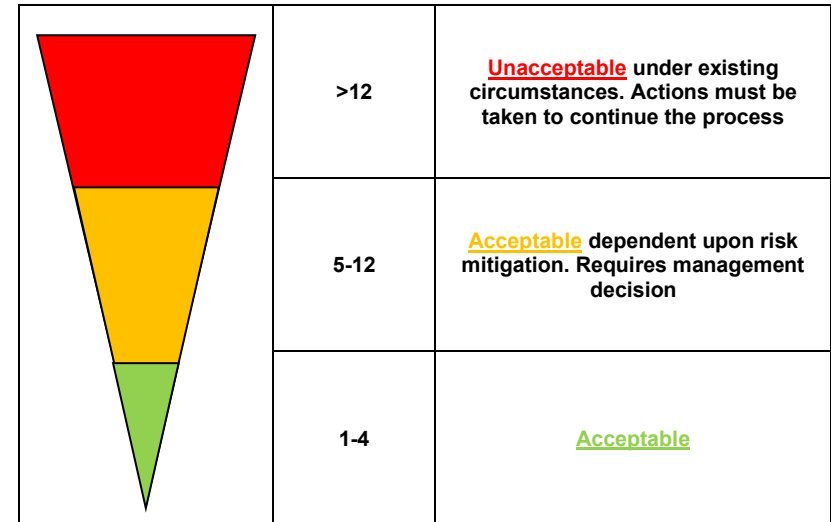
ID No	Hazard	Cause/Trigger	Escalation Factor	Possible Outcome/Consequence	Initial Probability	Initial Assessed Level of Risk	Preventative Controls Mitigating actions to prevent likelihood	Recovery Controls Mitigating actions to limit severity	Post Mitigation Probability	Residual Level of Risk	As Low 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



RISK MATRIX					
Probability	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



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
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 All competing motorcycles go through Technical Inspection prior to the start of practice/qualifying or racing If necessary, CofC will either delay or postpone practice/qualifying session until conditions are more appropriate. CofC will declare a 'wet race' if 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

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
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 practice /qualifying / racing before they are allowed to commence in competition</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>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 practice/qualifying session until conditions are more appropriate.</p> <p>CofC will declare a 'wet race' if 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> <p>Competitors PPE/clothing inspected by Technical Officials prior to activity on the Circuit.</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

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	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	<p>All motorcycles must pass through mandatory Technical Inspection prior to the start of each practice/ qualifying or racing session to ensure the machine complies with Supplementary Regulations.</p> <p>Trained and licenced Technical Officials</p> <p>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 re-scrutineered before he is allowed out on Circuit.</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>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>	2	10	Yes		Ongoing
					5				5				Technical Control
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	<p>Oil, other substance or debris on the Circuit</p> <p>Changes to the original schedule due to cancellation of previous practice/qualifying / race sessions.</p> <p>Race Control / Marshals unaware of emergency vehicles on the Circuit</p>	Fatality / Serious Injury to spectators / Officials / Competitors	2	10	<p>Warning messages to spectators.</p> <p>Trained and competent Marshals</p> <p>Marshals Incident Management Course</p> <p>Circuit inspected and licenced by Governing Body</p> <p>Event and Officials operate under Governing Body permit</p> <p>Radio Communications from Race Control to emergency vehicles / marshals to advise when vehicles enter/exit the Circuit</p> <p>Any non-racing vehicle needs authorisation from the Clerk of the Course to access the Circuit once the Circuit has been deemed as closed.</p>	<p>Competent Drivers</p> <p>Maintained Vehicles with daily driver checks in place.</p> <p>Course Inspection 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>	1	5	Yes	<p>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.</p>	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
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 and competent Marshals. Marshals training / Incident Management Course Drone operators should be qualified with appropriate licences. Drones should be operated in areas that don't affect practice / qualifying or racing. Trained and competent Race Control staff Restriction on the use of Drones covered in Race programme	Dynamic risk assessment by CoFC to determine whether practice / qualifying / race session should be stopped. Incident Management Plans First Aid and Emergency Plans Emergency vehicles Air Med Helicopters (on request) Radio and flag communications	2	10	Yes	Drones operated by professional drone operators with appropriate CAA licences.	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 clothing / helmets / gloves / boots are scrutineered by Technical Officials during the pre-event Signing On process and all the above are re-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

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	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

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
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 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	Ongoing
					3				3				CofC Chief Marshal

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
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

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
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 for assistance. Race Control 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
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 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 during periods when practice / qualifying / racing is in progress. 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) in attendance in Race Control / located nearby during periods of road closure to give immediate first aid response.	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) in attendance in Race Control or nearby during periods of road closure to give immediate first aid response.	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	Recovery Controls	Post Mitigation Probability	Residual Level of Risk	As Low as Reasonably Practicable (ALARP) Status	Actions/Remarks	Status
					Initial Severity		Mitigating actions to prevent likelihood	Mitigating actions to limit severity	Post Mitigation Severity				Owner
1	Motorcycles queue for Technical Inspection	Motorcycles fall over, causing an obstruction or motorcycles fall onto a Team Member / or spectator	No segregation between motorcycles and public. Long waiting times for Technical Inspection Fire / explosion Leakage of fluids from motorcycle	Fatality / Serious Injury / Minor injury to spectators / Team Members / competitors	3	9	Queuing time minimised. Motorcycles called to Technical Inspection by Class and number group Motorcycles held by mechanics / placed on paddock stand for stability	Crowd barriers in place to segregate members of the public / spectators from queuing motorcycles Incident Management Plans First Aid and Emergency Plans	1	3	Yes		Ongoing
					3		Trained and competent Technical Officials Trained and competent Paddock Manager / staff	Emergency vehicles	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	Fatality / Serious Injury / Minor injury to spectators / Team Members / competitors	3	9	Chief Technical Officer inspects Technical Bay before the start of each Technical Inspection period Motorcycles called to Technical Inspection by Class and number group	Defined Bays identified to allow maximum space in enclosed area. Fire extinguishers available Absorbent materials available to soak up any spilt liquid	1	2	Yes		Ongoing
					3		Queuing time minimised. Restricted Access Motorcycles held by mechanics / placed on paddock stand for stability Trained and competent Technical Officials	Technical Officials wear PPE Technical Officials wear sensible footwear Incident Management Plans First Aid and Emergency Plans Emergency vehicles	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.	Ear defenders provided by Race Organiser available from Race Office Incident Management Plans	2	4	Yes		Closed
					3		Ear defenders are made available via the Race Office	First Aid and Emergency Plans Emergency vehicles	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 Technical Inspection period Restricted Access Trained and competent Technical Officials	Fire extinguishers available Absorbent materials available to soak up any spilt liquid Technical Officials wear PPE Technical Officials wear sensible footwear	2	6	Yes		Closed
					3		Defined Bays identified to allow maximum space in enclosed area. Equipment / tools / cables kept tidy to minimise risk of slips/trips/falls Motorcycles held by mechanics / placed on paddock stand for stability	Incident Management Plans First Aid and Emergency Plans Emergency vehicles	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 Technical Inspection period Trained and competent Technical Officials	Fire extinguishers available Absorbent materials available to soak up any spilt liquid Technical Officials wear PPE Technical Officials wear sensible footwear	2	6	Yes		Closed
					3		Restricted Access Motorcycles held by mechanics / placed on paddock stand for stability	Incident Management Plans First Aid and Emergency Plans Emergency vehicles	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.	<p>Enclosed space.</p> <p>Very busy over periods of technical inspection</p> <p>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</p>	<p>Could cause injury, severe injury or a fatality to Rider / mechanic / Technical Officials</p>	3	15	<p>Chief Technical Officer inspects Technical Bay before the start of each Technical Inspection period</p> <p>Fire procedures in place</p> <p>Evacuation of Technical Bay procedures in place</p> <p>Trained and competent Technical Officials</p> <p>Restricted Access</p> <p>Defined Bays identified to allow maximum space in enclosed area.</p> <p>Equipment / tools / cables kept tidy to minimise risk of slips/trips/falls</p> <p>Motorcycles held by mechanics / placed on paddock stand for stability</p> <p>Amount of fuel in Technical Bay restricted to fuel housed in tank on motorcycle</p>	<p>Fire extinguishers available</p> <p>Absorbent materials available to soak up any spilt liquid</p> <p>Technical Officials wear PPE</p> <p>Technical Officials wear sensible footwear</p> <p>Incident Management Plans</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p>	1	5	Yes		Closed
					5				5				Chief Technical Officer
7	Motorcycles involved in an incident / recovered from the Circuit and located in the Technical Bay until collected	<p>Slips / Trips and Falls</p> <p>Hazardous materials</p>	<p>Enclosed space</p> <p>Fumes</p> <p>Fire</p> <p>Motorcycle parts / debris causes risk of individuals tripping / slipping</p>	<p>Could cause an injury to Technical Officials / Mechanics / Team Members.</p> <p>Intoxication caused by fumes</p>	3	9	<p>Trained and competent Technical Officials</p> <p>Restricted Access</p> <p>Motorcycles involved in an incident / recovered from Circuit are impounded in the in the Technical Bay until authorised for release.</p> <p>Limited / restricted access</p>	<p>Fire extinguishers available</p> <p>Absorbent materials available to soak up any spilt liquid</p> <p>Technical Officials wear PPE</p> <p>Technical Officials wear sensible footwear</p> <p>Technical Bay is secured during periods when not in use</p> <p>Incident Management Plans</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p>	1	3	Yes	<p>For those Competitors who have been fatally injured, their motorcycles are recovered and kept by the Police in a secure location.</p>	Closed
					3				3				CofC Chief Technical Officer Circuit Manager

START LINE / PARC FERME / 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	<p>Moving motorcycles whilst forming up on the Start Line at the commencement of practice/ qualifying or race</p> <p>Motorcycles are forming up on the Start Line to commence the scheduled session.</p>	<p>Noise of machines</p> <p>Confined area busy with the following:</p> <p>Pit Crews Equipment Spectators Media (TV/Radio) Officials</p>	<p>Injury to Rider / Mechanic / Support Crew / Spectator / Officials</p>	4	12	<p>CofC or DCofC conducts Rider/Officials briefings</p> <p>Trained and competent Officials</p> <p>Ear defenders available for Officials</p> <p>Areas cordoned off to allow Motorcycles easy access to the Start Line as they 'paddle' forward.</p> <p>Pass system restricts access to Start Line to keep numbers of people reduced.</p> <p>Pedestrian one way system in place.</p>	<p>First Aid/Medical support</p> <p>Emergency Service support available</p> <p>Starting Grid passes limited</p> <p>Incident Management Plans</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p> <p>Fire Extinguishers available at side of the track</p>	2	6	Yes	N/A	
					3				3				
2	Start Line	<p>Mass Start</p> <p>Collision on Start Line</p> <p>Rider stalls motorcycle and is hit from behind</p>	<p>Fire</p> <p>Slippery surface</p> <p>Slips / trips and falls</p>	<p>Serious Injury</p> <p>Injury to Rider /</p>	4	12	<p>CTC / BRA training for all ACU licenced competitors and included in BRA training is a practice start from the Grid.</p> <p>Riders gain experienced and are upgraded in terms of licence</p> <p>CofC or DCofC conducts rider/Officials briefings</p> <p>Trained and competent Officials</p> <p>No fuel allowed on Start Line, except for that already contained in machine</p> <p>Effective Communications System</p> <p>Spectators moved away from pit wall during the Start procedure</p>	<p>First Aid/Medical support</p> <p>Emergency Service support available</p> <p>Fire extinguishers available at side of the track</p> <p>Incident Management Plans</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p> <p>Fire Extinguishers available at side of the track</p> <p>CofC to red flag session to prevent riders circulating and coming onto the incident.</p>	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
3	Start Line	Fuel / Oil Spillage Fire Slippery surface Slips / trips and falls	Increased number of people (members of the public / spectators / Officials / Marshals / Mechanic / Support Crews / competitors Restrictive space	Serious Injury Injury to Rider / Mechanic / Support Crew / Spectator	4	12	CofC or DCofC conducts rider/Officials briefings 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 Starting Grid passes limited 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 of racing 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 Trained and competent Officials Trained and competent Marshals Limited amount of fuel allowed in Pit Lane	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	
				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
6	Start Line	Fire on the Start Line Quantity of fuel Compact space Fuel held in containers not deemed to be suitable 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 Rider / 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	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 practice / qualifying or race 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	Dummy Grid provided for riders to line up on prior to the beginning of a race. Tannoy announcements made giving riders plenty of notice of the commencement of a session. Trained and competent Officials CofC or DCofC conducts Rider/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				
8	Parc Ferme	Fire in the Assembly Area Quantities of Fuel Pit Crews / Officials Other Competitors Discarded cigarettes	Members of the public	Fatality / Serious Injury. Major / minor burns to individuals.	4	20	Trained and competent Officials Teams provide own Fire Marshal CofC or DCofC conducts competitors / Officials briefings CofC may instruct red flags to be displayed dependent on the severity of the fire in Parc Ferme Parc Ferme is evacuated until area is deemed safe Smoking is prohibited including the use of E Cigarettes. No entry to members of the public / unauthorised personnel. Restricted Entry	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 required.	2	10	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
9	Parc Ferme	Movement of motorcycles through the Parc Ferme during practice / qualifying sessions Competitors entering / exiting Parc Ferme	Large numbers of Spectators in the vicinity. Pit Crews / Officials Competitors Number of machines Quantity of fuel Power cables Generators	Serious Injury / injury to spectators / Officials / pit crews / competitors	3	12	Trained and competent Officials CofC or DCofC conducts competitors / Officials briefings Motorcycles grouped by Class to ease congestion/ reduce number of machines. Only machines allowed in post race. Clearly marked routes Traffic Management system Number of VIP Guests limited. Regular Tannoy announcements to convey information Cables tidied to minimize trips, slips and falls.	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	8	Yes	N/A	
					4				4				

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
10	Parc Ferme	<p>Motorcycles rolling forward or falling over in Parc Ferme</p> <p>Possibility of hot engines igniting causing a fire as motorcycles leave Parc Ferme and return to the Paddock</p> <p>At the end of a race, competitors are required to park their motorcycles in Parc Ferme whilst Technical Control carry out post race Technical inspections.</p> <p>Ground is uneven</p> <p>Ground is on a slope</p> <p>Potential for fire to spread and causing damage to other machines / equipment / personnel</p>	<p>Motorcycles become unstable.</p> <p>Motorcycles fall over one next machine which may cause a ripple effect of instability</p> <p>Fuel / liquid spills from the machine</p> <p>Ground surface becomes contaminated / slippery</p> <p>Damage to motorcycles</p> <p>Officials / competitors / spectators slip on wet / slippery surface</p>	<p>Serious Injury / injury to spectators / Officials / pit crews / competitors</p>	3	12	<p>Parc Ferme located on an even tarmacked surface.</p> <p>Parc Ferme cordoned off and located away from areas of footfall.</p> <p>Trained and competent Officials</p> <p>CofC or DCoC conducts competitors / Officials briefings</p> <p>Motorcycles grouped by Class to ease congestion.</p> <p>Clearly marked routes</p> <p>Traffic Management system</p> <p>No spectators allowed in Parc Ferme</p> <p>Tannoy announcements to the Paddock to convey information</p> <p>Fire extinguishers to be located in Parc Ferme</p> <p>Each Team to be in possession of fire extinguisher in their awnings / work area</p>	<p>Incident Management Plans</p> <p>First Aid/ Medical Support</p> <p>First Aid and Emergency Plans</p> <p>Emergency vehicles</p> <p>Radio and flag communications</p>	1	4	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
11	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. Pit Lane / Assembly Area Tannoy System. 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												
12	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												