



GOMES ZAMBIA INTERNATIONAL RALLY

22ND TO 24TH JUNE 2018

SAFETY PLAN

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Introduction

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

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

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

The possibility of injury to spectators, volunteers, officials or media is not acceptable.

Traditionally, our sport has well-established safety plans with many excellent examples; however, they do not all sufficiently take into account the special needs of spectator safety, and this booklet is targeted at identifying the special attention that is

necessary to ensure that spectators are in an acceptable location. By doing this we will in fact contribute to the improved safety of the competitors.

HQ Location and Contact Details (Fax and Telephone Number)

Location	:	Levy Mwanawasa Stadium Service Park Saturday 07:00 hours to 20:00 hours Sunday 06:00 hours to 15:30 hours
Email	:	secretary@zambiarally.com urshlla.gomes@yahoo.com
Phone Number	:	+260 950 004061 +260 977 367944
Emergency No	:	+ 260 964 105937



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

The names of the officials in charge are:

Senior Officials

Clerk of the Course	Muna Singh	+260966 225015
Deputy Clerk of Course	Vernon Musonda	+260962 389660
Assistant COCs	Martin Fixa	+260966 743508
	Yusuf Osman	+260968 501464
	Alex Samoyu	+260963 742002
	Guru Singh	+260977 688758
Chief Safety Officer	Ryan Latife	+260967 366507
ASN Medical Delegate	Dr Maimbo	+260964 093765
Assistant Medical Officer	TBA	+260
Competitor Relations Officer	Lewis Bingham	+260965 225397
Assistant CRO	Victor Chalabesa	+260966 780338

	STAGE COMMANDER	STAGE SAFETY COMMANDER
STAGE 1 AND 5	GURU SINGH	
STAGE 2 AND 6	YUSUF OSMAN	
STAGE 3 AND 7	ALEX SAMOYU	
STAGE 4 AND 8	MARTIN MWITILA	
STAGE 9A AND 9B	ALL STAGE COMMANDERS	
STAGE 10 AND 13	MARTIN MWITILA	
STAGE 11 AND 14	ALEX SAMOYU	
STAGE 12 AND 15	YUSUF OSMAN	
SERVICE PARK/PARK FERME	LEWIS BINGHAM VERNON MUSONDA VICTOR CHALABESA	



Medical and Emergency Contacts

NDOLA CENTRAL HOSPITAL

DR ALEX MAKUPE

+260 979 811753

DR MAYABA MAIMBO

+260 964 093765

This hospital has been notified of the Rally and will be on standby. paramedics on scene will phone the hospital directly and notify them of any patients.

Police 999

Fire Brigade 993

ZMSA Event Emergency 0964105937

Special Stage Safety Procedure

An ambulance with paramedics will be present at the service park.

An extra FIV vehicle will be stationed at the service Park and will be deployed to fill up the gap of any other Ambulance or Fiv along the route that is being used to attend to victims of an accident, so that the same stage may continue running.

A fire response vehicle will be present at the service park.

An ambulance and FIV will be stationed along the route where we feel they will have the best location to cover the entire route of the stage at ease .

Additional FIV vehicles may be stationed especially in the longer stages.

All starts of stages are in radio/ cell phone contact with Rally Head Quarters

All starts of stages are in radio/cell phone contact with mid point monitors and end of stages

All starts of stages are in Radio/ cell phone contact with the ends of the stage.



Clerk of the Course, Deputy Clerk of the Course, Car 0, Car '00' and Chief Marshal will be in contact with Rally Head Quarters through Radio/ cell phones

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

All officials will bear a name tag marked either "Official" or "Marshal" or "Safety"

Special Stage Accident Procedures

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

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

In preparing the accident plan, the use of google earth Maps and Kilometers from the road books will be used,so that in the event of an accident the location can be quickly established by the officials in charge.

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

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

All medical and safety crews report to the Clerk of Course .As soon as the Assistant Clerk of Course who will be in charge of a particular stage,has received information that an incident has occurred in his stage, he Informs RALLY HEAD QUARTERS(COC). Should a serious accident be reported, the Chief Safety Officer should interrupt the starting procedure after informing the Clerk of the Course and receiving his permission to interrupt the starting procedure.

The following procedure will take place:

1. He interrupts the special stage in consultation with the clerk of the Course and notifies by Radio /cell phone that the stage has been interrupted.



2. A safety marshal or medical response vehicle closer to the scene of the accident may be instructed to proceed in order to reach the spot as soon as possible and to give a more accurate report and/or provide first aid, depending on the case.

3. In the meantime, Rally HEAD QUARTERS through the clerk of course and or the chief safety officer will make all necessary contacts with the medical team and instructs rescue vehicles to enter the stage and drive to the scene.

4. Rescue vehicles always drive in the direction of the rally. If the Chief Safety Officer is informed that, apart from medical aid, further assistance is required, he will with consultation with the Clerk of the Course instruct the FIV or rescue vehicle and/or the other safety vehicles to proceed to the scene. As soon as the emergency vehicle arrives, their crews will:

- place a warning triangle atleast 50 meters before the location of the accident
- Park their vehicles in such a way as to protect the car involved in the accident
- report the situation to the Clerk of the Course at Rally HEAD QUARTERS.

In case of injury the doctor will decide whether the injured is/are in need of hospitalisation depending on how severe the injury is, he will decide upon the means of transportation, be it by ambulance or any other. If it is decided that the removal of casualties will be carried out by ambulance, the removal will take place either through the finish of the special stage or from an emergency exit, which has been agreed in advance and mentioned in the stage safety plan. The direction to be followed is that of the rally route.

End stage marshal

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

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



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

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

Start stage marshal

Upon receipt of Radio / cell message of end of stage marshal, advise the COC at Rally Head Quarters immediately. Upon recommendation from the Clerk of Course, to close the stage and Medical Services proceed to the location of the accident. If it is known that the damaged car is blocking the route, arrange for the track to be cleared. Upon receipt of clearance from control, restart the stage for the remaining competitors. Whilst the stage is closed **NOBODY**, other than the responsible officials are allowed into the stage, except where necessary to clear the road. The service crew assisting the car in question are only allowed into the stage **AFTER** the Sweep Car has traversed the stage. In case of uncertainty, the Stage Commander at the start of the stage must close the stage in consultation with the Clerk of Course. Send a responsible person to investigate the incident. Contact Rally Head Quarters who will arrange for an official, who will endeavor to arrive at the marshalling point as soon as possible.

Rally Head Quarters will be aware of the incident by virtue of the Safety Tracking system that is in each car. The Clerk of Course will be located at Rally Head Quarters throughout the event. Any stage closures or medical services required will be initiated from the Rally Head Quarters (COC) Each car will be tracked in and through out of every stage.

Format of Event

The Rally HQ will be located at Levy Mwanawasa Stadium Service park

Overall SS Distance and Total of the Itinerary

Total Distance	353.39
Number of Special Stages	15
Total Distance of Special Stages	218.54



Responsibilities

Clerk of the Course

He is responsible for the safe running of the event, for taking all necessary decisions and measures and for the deployment of competent staff to assist him in drawing up and implementing the safety plan.

If the case arises he is responsible for applying the safety plan as practically as possible. He is responsible for informing the Stewards of the Meeting of all urgent matters and, in cooperation with the Chief Medical Officer and Chief Safety Officer, for having all relevant information regarding emergency matters go public only through the Press Office.

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

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

Chief Safety Officer

- The Chief Safety Officer and the Chief Medical Officer will work closely with the Clerk of Course.
- Appoints the Safety Officers in all Stages
- Prepares the plan showing the meeting points and locations of ambulance, fire and rescue teams, radio points
- On the day of the rally he/she checks the correct position of all safety vehicles and staff.

Chief Medical Officer

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

- Responsible for the medical part of the Safety Plan, or for the Medical Safety Plan, as is the Clerk of the Course.
- Assigns medics to their specific duties, informs them of the safety plan and introduces them to the Post Chiefs of the special stage they have been assigned to.



- On the day of the event he ensures that all medical personnel have met with the Post Chiefs at the specific meeting points and have been positioned at the pre-arranged locations
- Maintains constant communication with Rally Head Quarters as well as the Clerk of Course
- Advises the Clerk of the Course of the seriousness of any reported incident or Injury

Radio Safety Marshals

At each stage, some safety and or Radio marshals will be situated at approximately every 5 km and midpoints identified as an emergency exit points along the route.

They will keep track of the sequence of the rally cars and call the chief Safety officer and clerk of course if it is not in order.

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

They are in position well before spectators arrive and they prevent them from entering forbidden areas. They check communication with the stage commander of the special stage and Rally headquarters. In a polite manner they inform spectators that the special stage will be run only if they follow their instructions to stand in the recommended areas. They inform their stage commander about the number of spectators and decide if more support personnel are needed.

Tabard Colors are:

Chief Marshal - Orange vest with blue tag name and position

Safety Officer – Yellow vest with blue tag with name and position

Competitor Relations Officer – Red shirt/ Vest with tag with name and position

Media – Green tags with media print

PREPARING THE SPECIAL STAGE

During preparations for the stage special danger spots are identified for rally cars, such as a tree on a fast bend, a big drop, damaged Armco barriers, big logs on the road, deep water splashes, electric telephone poles, narrow bridge, etc.



These dangerous spots are taped off and identified in the road books for crews. All road closures are double taped and safety officers positioned if deemed necessary.

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

These would be such locations as:

1. Immediately over a brow or jump
2. On sharp corners
3. At a road intersection
4. At a double change of direction (S bend)
5. Medium fast bend after very fast section.

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

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

This includes:

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

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

Category 1

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

Category 2

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



Category 3

Highly dangerous areas that must be identified as no go sections except for high ground above the stage. The entire above are related to the number of spectators attending. In many situations the positions described above will generally not be accessible to spectators and as a consequence no special attention will be required. All marshals must be in position with areas demarcated prior to the arrival of spectators. By being early they are able to place the spectators where they want them. Previous experience is used to know the popular viewing points and be in position ahead of the crowd.

Special Precautions during the Running of Stages

1. Access of spectators to Stages is allowed only at designated spectator points.
2. Emergency roads are controlled by safety marshals.
3. All access roads are tapped of.
4. Simple spectator notes are included to guide all spectators from main roads towards the proper parking areas and the designated spectator points.
5. Spectator points are marked out with tape. Where possible, these points are far from the road, in order to keep spectators in safe places.

Safe Tracking Procedure

On receipt of an emergency signal the Rally Tracker will send a message by cell phone or SMS to the following parties -Clerk of Course – whose duty it is to manage the situation.Clerk of Course immediately attempts to call both members of the crew of the relevant vehicle on the mobile numbers supplied by them at administrative checking in order to establish the nature of the emergency and the interventions required.The safe track team then utilise the information supplied to establish the exact location of the emergency on a Google Earth base map and will zoom in on that location, determine the nearest available resources, and the terrain involved. They will continue to monitor that location and specifically the behaviour of following competing cars. They report the results of these attempts to the Clerk of the Course and communicates details location and terrain to the Chief Medical Officer and Chief Safety Officer

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



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

Communication (Deputy Safety Officer)

Rally Head Quarters will be based at the Levy Mwanawasa Stadium and the Clerk of the course will control the event. This person will be in contact with all the medical personnel on the Rally. He will be responsible for dispatching information to the medical staff to all medical incidents.

A full contact list of all medical staff will be available in Rally HEAD QUARTERS as a back-up.

Classification of Emergencies

CLASS 1

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

CLASS 2

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

CLASS 3

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

Notification of a Medical Emergency Procedure

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



Medical Response

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

Mass Casualty Incidents

In the event of a Mass Casualty Incident the Senior Paramedic or Medical Coordinator (MC) will move to the RALLY HEAD QUARTERS and will work closely with the other Role Players and the National Control Centre's. No emergency care providers will give information to the press or public. All press releases will be done through RALLY HEAD QUARTERS regarding emergencies and patients.

The Rally Doctor will take charge and facilitate as an incident commander. This person will make all decisions regarding transportation, receiving hospitals etc. He/She will be in direct contact with the Hospitals. The area will be set within the service park to receive treatment and be transported to hospital. This will be determined by the severity of the injuries.



LEG 1A

TC	Name	SS Distance	Liasion Distance	Total Distance	Target Time	First Car Due
0	PROTEA HOTEL					9:00
1	DAG HAM MARSKJOLD		9.40	9.40	0:16	9:16
SS 1	DAG HAM MARSKJOLD	8.25				9:22
2	NDOLA MOTOR CLUB		3.81	12.06	0:18	9:40
SS 2	NDOLA MOTOR CLUB	3.10				9:46
2A	SERVICE A IN		5.23	8.33	0:15	10:01
	SERVICE A (STADIUM)	11.35	18.44	29.79	0:20	
2B	SERVICE A OUT					10:21
RZ	Refuel all competitors					
1	distance to next refuel	49.35	22.34	71.69		
3	ZAFFICO		5.50	5.50	0:16	10:37
SS3	ZAFFICO	16.37				10:43
4	FISENGE MEGA STAGE		8.86	25.23	0:35	11:18
SS4	FISENGE MEGA STAGE	32.98				11:24
4A	SERVICE B IN		7.98	40.96	0:50	12:14
	SERVICE B (STADIUM)	49.35	22.34	71.69	0:20	
4B	SERVICE B OUT					12:34
RZ	Refuel all competitors					
2	distance to next refuel	11.35	18.50	29.85		
5	DAG HAM MARSKJOLD 2		9.46	9.46	0:20	12:54
SS 5	DAG HAM MARSKJOLD 2	8.25				13:00
6	NDOLA MOTOR CLUB 2		3.81	12.06	0:18	13:18
SS6	NDOLA MOTOR CLUB 2	3.10				13:24
6A	SERVICE C IN		5.23	8.33	0:15	13:39
	SERVICE C (STADIUM)	11.35	18.50	29.85	0:20	
6B	SERVICE C OUT					13:59
RZ	Refuel all competitors					
3	distance to next refuel	49.35	22.34	71.69		
6C	HOLDING IN		0.10	0.10	0:06	14:05
	HOLDING (STADIUM)	0.00	0.10	0.10		
6D	HOLDING OUT					14:30
7	ZAFFICO 2		5.40	5.40	0:11	14:41
SS 7	ZAFFICO 2	16.37				14:47
8	FISENGE MEGA STAGE 2		8.86	25.23	0:35	15:22
SS 8	FISENGE MEGA STAGE 2	32.98				15:28
8A	SERVICE D IN		7.98	40.96	0:50	16:18
	SERVICE D (STADIUM)	49.35	22.24	71.59	0:30	
8B	SERVICE D OUT					16:48
RZ	Refuel all competitors					
4	distance to next refuel	6.12	2.16	8.28		
8C	HOLDING IN		0.10	0.10	0:06	16:54
	HOLDING (STADIUM)	0.00	0.10	0.10		
8D	HOLDING OUT					18:00
9	STADIUM (TAR)		0.48	0.48	0:05	18:05
SS9A	STADIUM (TAR)	3.06				18:11
9A	HOLDING IN		0.55	3.61	0:09	18:20
	HOLDING (STADIUM)	3.06	1.03	4.09		
9B	HOLDING OUT					19:15
9C	STADIUM (TAR) 2		0.48	0.48	0:05	19:20
SS9B	STADIUM (TAR) 2	3.06				19:26
9D	SERVICE E IN		0.55	3.61	0:09	19:35
	SERVICE E (STADIUM)	3.06	1.03	4.09	0:45	
9E	SERVICE E OUT					20:20
RZ	Refuel all competitors					
5	distance to next refuel	0.00	1.91	1.91		
9F	PROTEA HOTEL END LEG 1		0.98	0.98	0:08	20:28
	TOTAL	0.00	0.98	0.98		
	TOTAL LEG 1A	127.52	84.76	212.28		

SECTION 1

LEG ONE

SECTION 2

LEG ONE

SECTION 3



LEG 2

TC	Name	SS Distance	Liason Distance	Total Distance	Target Time	First Car Due
9G	PROTEA HOTEL					9:00
9H	SERVICE F IN		0.93	0.93	0:07	9:07
SERVICE F (STADIUM)		0.00	0.93	0.93	0:15	9:22
9I	SERVICE F OUT					9:22
RZ 6	Refuel all competitors distance to next refuel	45.51	24.09	69.60		
10	LUANSHYA SLAVE COMBO		16.53	16.53	0:30	9:52
SS10	LUANSHYA SLAVE COMBO	26.28				9:58
11	ZAFICO REV		0.38	26.66	0:33	10:31
SS11	ZAFICO REV	16.16				10:37
12	NDOLA MOTOR CLUB REV		1.89	18.05	0:24	11:01
SS12	NDOLA MOTOR CLUB REV	3.07				11:07
12A	SERVICE G IN		5.29	8.36	0:15	11:22
SERVICE G (STADIUM)		45.51	24.09	69.60	0:20	11:42
12B	SERVICE G OUT					11:42
RZ 7	Refuel all competitors distance to next refuel	45.51	24.09	69.60		
13	LUANSHYA SLAVE COMBO 2		16.53	16.53	0:30	12:12
SS13	LUANSHYA SLAVE COMBO 2	26.28				12:18
14	ZAFICO REV 2		0.38	26.66	0:33	12:51
SS14	ZAFICO REV 2	16.16				12:57
15	NDOLA MOTOR CLUB REV 2		1.89	18.05	0:24	13:21
SS15	NDOLA MOTOR CLUB REV 2	3.07				13:27
15A	SERVICE H IN		5.29	8.36	0:15	13:42
SERVICE H (STADIUM)		45.51	24.09	69.60	0:15	13:57
15B	SERVICE H OUT					13:57
RZ 8	Refuel all competitors distance to next refuel	0.00	0.98	0.98		
15E	FINISH PROTEA HOTEL		0.98	0.98	0:05	14:02
TOTAL		0.00	0.98	0.98		
TOTAL LEG 2		91.02	50.09	141.11		
TOTAL LEG 1 + LEG 2		218.54	134.85	353.39		

SECTION 1

LEG 2

