



# The Road to Return

Protocols for a return to Motorsport in Ireland

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## Address from the President

*After 14 months and an abandoned restart in the latter half of last year, we are finally beginning to see the light at the end of the tunnel and can plan, with a relative degree of certainty, for the remainder of 2021.*

*As a community we are having to come to terms with living life in a way that none of us could have imagined early last year and I thank you all for your efforts since last March.*

*Motorsport Ireland have respected government guidelines regarding restrictions from the outset and will continue to do. While we are looking forward to a return, we must all still respect the guidelines to ensure our return is as safe as it can possibly be and this document will undoubtedly help with that process.*

*To everyone, be safe, continue to respect public health guidelines and look out for your family and friends. My best wishes to you all.*

*John Naylor*

*President Motorsport Ireland*



## Mission Statement

**Motorsport Ireland is a club-based community supporting a fair and accessible sport for all ages.**

We will deliver this vision and mission by focusing on:

- Leadership** – we commit to taking a fresh look at what our sport is.
- Community** – we will value and recognise the broad motorsport community, build relationships and give a positive experience of the sport.
- Sustainability** – we will secure our finances to support the vision for the sport and make the sport more affordable at entry level.
- Inspiration** – we will showcase the sport and talent to provide inspiration to younger generations and to encourage people to become members of motorsport.
- Training** – we will ensure our officials execute their functions in a strong and fair manner.
- Communications** - we will be transparent in our rule making and decisions.
- Development** – we will provide clear pathways through our sport, providing a positive experience and serving the needs of competitors, volunteers and clubs.
- Safety** – we will always invest in safety.
- Fairness** – we will seek a level playing field.



## Introduction

On March 27, Ireland was placed on full lockdown with all non-essential journeys banned. This had the added effect of cancelling all outdoor gatherings and all sporting events. Motorsport Ireland was one of the first sporting organisations to suspend all its events for the protection of its members and the public who attend them.

Since then we have all looked on in shock as so many people in our society and around the world became ill and sadly passed away because of this deadly virus.

Thankfully with the incredible work done by the frontline staff and the leadership shown by the Government, the HSE and the Chief Medical Officer we seem to have flattened the curve and are coming out the other side of the virus. There is still work to be done and we all must play our part in making sure that we do not let our guard down and go back to where we were several weeks ago.

The Government, HSE and the Chief Medical Officer have laid down their plans to reopen the country and allow people to move around and to get back to some sort of normality.

Sport will play a big part in this as it is a great way to socialise and very important for our mental wellbeing. With that in mind, it is important to note the following:

Motorsport events are conducted outdoors and, in most cases, in locations with a large site area. There are generally two types of motorsports events, gated events and non-gated events. Gated events take place on tracks and purpose-built sites which can be easily controlled. Non-gated events take place on public roads and require the permission of the local communities, authorities and the Gardai.

Motorsport is a non-contact sport conducted by people who are 'isolated' in vehicles.

There is no (or limited) sharing of equipment with minimal sharing of communal facilities and events can be run without specific spectator locations.



This presents opportunities for event organisers to implement practical strategies to segregate different groups of people to comply with ongoing mass gathering regulations. Motorsport Ireland will work proactively with event organisers to assist in this area.

Here at Motorsport Ireland we appreciate all the work that has been done by so many people to get us to this point and we too must play our part by making sure that we follow the guidelines laid down in the Government's road map. With that in mind, the President of Motorsport Ireland, John Naylor, set up a specific Return to Motorsport group, consisting of knowledgeable and experienced motorsport people to go through all our procedures and protocols and set out a plan that will allow us to minimise the risk to all volunteers, stakeholders, officials, competitors and spectators as we go through the phased lifting of restrictions.

The procedures and protocols set out herein have come about after weeks of planning in conjunction with personnel involved in motorsport events. These include doctors, medical personnel, rescue units, competitors, officials, marshals, volunteers, and event organisers. While we may not have covered every scenario in this document, it is intended to give some guidance to everyone to help them organise, work and compete at events with best practice guidelines in mind at all times. As always no volunteer will be asked to do something he/she may not be comfortable doing.

Motorsport Ireland is a diverse sporting organisation and we cater for all ages, from the very young to the very old. We will especially endeavour to work with our younger competitors and their parents to ensure that all safety precautions are in place to allow them to be able to return to their disciplines so that they too can compete again during these Covid-19 times.

These guidelines are subject to change as we go through the different phases of the Government's Roadmap for Reopening of Society and Business.

All these guidelines are set out to allow our sport return to some sort of normality in the coming months and to enable us all to "Rev it up" again.





## Motorsport Ireland

Motorsport Ireland (MI) is the National Governing Body for four-wheeled motorsport in Ireland and is recognised as the sole sporting power for the control of motorsport in the Republic of Ireland by the World Governing Body, the "Federation Internationale de l'Automobile" (FIA) based in Geneva and Paris. This sporting power has been held by the Royal Irish Automobile Club (RIAC) since 1901 and has been delegated to Motorsport Ireland since 2005. This gives Motorsport Ireland the authority to issue event permits to its affiliated clubs once its strict safety and governance criteria are met.

Motorsport Ireland has 34 affiliated motor clubs that are the organisers of the events of which there are approximately 170 each year across the many different disciplines within the sport. Every competitor taking part in one of these motorsport events must be the holder of a Competition Licence issued by Motorsport Ireland or by another national governing body affiliated to the FIA and each year Motorsport Ireland issues in the region of 3,500 Competition Licences to individuals of all ages.





## Fédération Internationale de l'Automobile (FIA)

The F.I.A. is the world governing body for world motorsport and the federation of the world's leading motoring organisations. Founded in 1904 with headquarters in Paris, the Fédération Internationale de l'Automobile (FIA) is a non-profit making association. It brings together 243 international motoring and sporting organisation from 146 countries on five continents. Its member club represents millions of motorists and their families. The FIA's initial aim was to bring coherent governance and safety to motorsport.

Few competitive endeavours offer the adrenaline-fuelled excitement of motorsport. From Formula One's thrilling blend of high tech and high glamour to the World Rally Championship's potent mix of ultimate car control and extreme environments, top level motorsport has the ability to ignite the strongest passions in competitor and spectator alike. But raw emotion must be backed up by calm control and it is here that the FIA operates, regulating and adjudicating at hundreds of events in a huge variety of series each year.

From providing regulatory expertise and an impartial sporting judicial system to the federation's recent embrace of the World Anti-Doping Agency code to combat the use of drugs in sport, the FIA is the world arbiter for motorsport. The FIA also promote road safety and mobility programmes throughout the world.





## Safety Policy Statement

Motorsport Ireland will ensure that:

- We recognise that people are a key resource within the organisation and as such protecting their health and safety is paramount. We also recognise the importance of the contribution that all people can make to the implementation of the health and safety policy and procedures, without which the expected standards would not be achieved.
- We will endeavour to attain the highest level of health and safety performance by progressive improvements, complying with legal requirements will be the minimum level of achievement that will be acceptable.
- We recognise that accidents, incidents and ill health can arise from the actions/omissions of individual members but could also be as a result of failings in organisation controls. We will investigate accidents, incidents and ill health primarily through our commissions to prevent reoccurrence and to establish what controls, if any, require modification.
- We are also committed to ensuring that risks such as Covid-19 which is most prevalent to our sport will be highlighted and adequately addressed in order to reduce the impact of these risks to as low as reasonably practicable.
- We are committed to effectively communicating information on health and safety matters to all those concerned. We understand the importance of communication on all matters affecting health and safety and are committed to providing to the best of our ability sufficient health and safety guidance and recommendations so that all organisers can operate safely.
- We will achieve all of the above through a series of balanced and achievable Risk Assessments.
- We will always refer to current up to date guidelines at a minimum.
- The Safety of our people is paramount at all times – Safety Wins



## Risk Assessment

Motorsport Ireland has completed a series of Risk Assessments specific to Covid-19 and how we as a motorsport community could operate and execute our sport. Risk assessments are dynamic and the assessments in this document will continue to change as new and changing requirements are announced.

The risk assessments in this document have been created by experts from within the sport and members of various disciplines and working groups. The risk assessments have been verified and endorsed by certified individuals. The primary aim of the risk assessments is to reduce the risk or spread of Covid-19 in what we do within and how we go about our sport.

Motorsport Ireland has adopted a seven step Risk Assessment for Covid -19

1. Identify the hazards.
2. Who may be harmed?
3. Controls required
4. Additional controls
5. Actioned by whom
6. Actioned by when
7. Complete date

A hazard is anything with the potential to cause harm in terms of human injury or ill health, such as materials, equipment, methods or practices, in this specific case we are dealing with Covid-19.

A risk is the likelihood that somebody will be harmed by the hazard (Covid-19) and how serious the harm might be.

Control measures (or controls) are the precautions taken to ensure that a hazard will not affect anyone.

Additional controls are further precautions that may need to be taken, or a secondary item to complement the first control.

Actioned by whom, is the named individual who will take the responsibility.

Actioned by when is the timeline associated with the required control.

Complete date is the date required for completion.



## How Covid-19 Spreads

The Covid-19 virus is spread from people in fluid and in droplets scattered from the nose or mouth of an infected person when the person with Covid-19 coughs, sneezes or speaks. The fluid or droplets land on objects and surfaces around the infected person. Other people contaminate their hands by touching these objects or surfaces and then bring the virus into contact with their eyes, nose or mouth by touching them with their contaminated hands. Covid-19 can also spread if droplets from an infected person land directly on the mucous membranes of the eye, nose or mouth of a person standing close to them.

## Symptoms of Covid-19

Covid-19 affects different people in different ways. Most infected people will develop mild to moderate illness and recover without hospitalisation.

### Most common symptoms:

- Fever
- Dry cough
- Tiredness

### Less common symptoms:

- Aches and pains
- Sore throat
- Diarrhoea
- Conjunctivitis
- Headache
- Loss of taste or smell
- A rash on skin, or discolouration of fingers or toes

### Serious symptoms:

- Difficulty breathing or shortness of breath
- Chest pain or pressure
- Loss of speech or movement

Seek immediate medical attention if you have a serious symptom. Always call before visiting your doctor or health facility.

People with mild symptoms who are otherwise healthy should manage their symptoms at home.



## Preventing the spread of Covid-19 Guidelines

### ***Staying Safe - 5 Rules to Follow***

The safe return to motorsport is the personal responsibility of everyone involved in the sport, from the volunteers to the competitors and the event organisers.

#### **(1) Wash your hands frequently**

Regularly and thoroughly clean your hands with an alcohol-based hand rub or wash them with soap and water (for 20 seconds). Washing your hands with soap and water or using alcohol-based hand rub kills viruses that may be on your hands.

#### **(2) Maintain social distancing**

Observe social distancing guidelines and keep the recommended distance between yourself and others at all times where possible. When someone coughs or sneezes, they spray small liquid droplets from their nose or mouth which may contain virus. If you are too close, you can breathe in the droplets, including Covid-19 if the person coughing/sneezes has the virus.

#### **(3) Avoid touching eyes, nose and mouth**

Hands touch many surfaces and surface to hand transfer can spread the virus. Once contaminated, hands can transfer the virus to your eyes, nose or mouth. From there, the virus can enter your body and can make you ill.

#### **(4) Practice respiratory hygiene**

Make sure you, and the people around you, follow good respiratory hygiene. This means covering your mouth and nose with your bent elbow or tissue when you cough or sneeze. If using tissues, you should dispose of the used tissue immediately and wash your hands. By following good respiratory hygiene, you protect the people around you from all viruses such as cold, flu and Covid-19.

#### **(5) If you have a fever, cough and/or difficulty breathing, seek medical care early**

Call your GP. Do not visit your doctor's surgery.

Stay home if you feel unwell.

Follow the directions of your GP and Public Health Service.

This will protect you and help prevent spread of viruses and other infections.



## Covid-19 Compliance Officers

A Covid-19 Compliance Officer will be appointed to all events, run by Motorsport Ireland, to help clubs ensure that all Covid-19 guidelines are implemented and strictly adhered to at each event. Motorsport Ireland will ensure that these Compliance Officers are trained to the latest standard as issued by the Government and the HSE. They will be identified by the wearing of a green Compliance Officer tabard, as seen below. The Covid-19 Compliance Officer will act with the full authority of Motorsport Ireland based on the protocols contained within this document and laid down by the Government, HSE and the Chief Medical Officer.



## Motorsport Ireland Training

Motorsport Ireland understands the need and the value of training in all sporting organisations. It allows members to keep up to date with all the current and relevant changes in the sport. We ensure that all our officials and volunteers receive expert training, in their specific areas, which allows them to fulfil their roles on the day of an event. We also have highly qualified trainers who develop and deliver these specific training courses and they themselves have been trained to the highest standards. Each official/volunteer receives a two-year licence for their role, and they must retrain at the end of the two-year cycle to continue to hold that licence.

We deliver training courses in Scrutineering, Stage Commander, Timekeeping, Marshalling, Senior Officials and Safety Car. We have also recently introduced a Media Safety training course to help all of our media personnel along with our new 'Respect' module which outlines how we operate the sport with respect for all parties. All these courses are run for the benefit of our members to help them perform their roles and to ensure all our events are run to the highest standard of safety for all involved.

We ensure that all officials involved in any discipline involving minors are aware and understand our code of conduct for children and our social media policies. A Garda vetted Motorsport Ireland Child Protection Officer will always be present at these events.



## Personal Protective Equipment (PPE)

Throughout this document the reference to PPE will be made.

Here is a list of PPE recommended for our sport: (note this list is not exhaustive)

- Face Covering
- Face Shield
- Gloves
- Hand Sanitiser
- Protective Goggles
- Balaclava
- Helmet
- Race Suit
- Thermometer
- Overalls/Gowns & Aprons

### List of disciplines as per gated and non-gated categories

We have categorised our disciplines into gated and non-gated events, it is envisaged that the gated events will return first, followed by the non-gated events, at a later date as other Covid-19 restrictions are lifted. Each discipline is related to a specific risk assessment.

<b>Gated events</b> <b>Appendix 3</b> Risk assessment	<b>Non- Gated events.</b> <b>Appendix 4</b> Risk assessment
Autocross	Tarmac & Forest Stage Rallies
Autotest	Endurance Trials
4 x 4 Trials	Hillclimb/Sprints
Karting	Navigation Trials
Midget Car Racing	
Circuit Motor Racing	
Rallycross	
Sporting Trials	
Rallysprints	



## Motorsport Ireland – Disciplines - Appendix 3 Gated Events

### Autocross



There are two types of Autocross events; those held on a grass surface and those that take place on a loose surface, e.g. dirt tracks or quarries. In either case, a circuit is laid out and cars compete individually "against the clock". However, as the event is "against the clock", no passing is allowed. On loose surface a competitor will usually get four to six attempts to set his or her fastest time for their result. On grass surface your fastest time is taken from run 1 & 2 added to fastest time from run 3 & 4 for their final result.

### Autotest



Autotest is one of the oldest disciplines in competitive motorsport in Ireland and is a real test of a wide range of driving skills. It is also one of the least expensive branches of motorsport. Each event consists of several tests (usually 10 or 12), that involve competitors carrying out a sequence of vehicular manoeuvres, as instructed in the test diagrams issued by the organisers. These manoeuvres include circling of pylons, "throwing" the car on the handbrake, crossing of lines and driving through slaloms, both forwards and reverse, in either first or reverse gear. Each driver is timed on each test and times are totalled to give results in each event. Whoever is quickest through the tests on the day is the winner.





## 4 x 4 trials



4 x 4 vehicles, even perfectly standard ones straight from the showroom, are capable of quite remarkable feats of cross-country driving.

The format of the competition is that competitors must negotiate three courses, four times, at each event. The course consists of a series of "Gates" which the competitors must pass through cleanly and without stopping. Needless to say, "Gates" will be located on the most difficult ground to test the skill of both the driver and machine.

## Karting



Motorsport Ireland Kart Racing is an all-inclusive sport catering for male and female competitors from six years and upwards.

Indeed, karting is one of the few sports where male and female competitors can compete together on a level playing field. Competitors race against each other on purpose-built tracks to determine the winner.





## Midget Car Racing



Midget Car Racing is a form of racing involving cars of smaller dimensions than normal. The first Midget Car Races were held as far back as 1936. Midget Car Racing is a very good and economical way to learn the concept of car control on slippery surfaces.

## Circuit Motor Racing



Nowadays millions of people are ardent fans of Formula One. However, many people do not realise that for a modest outlay they too can take part in Circuit Motor Racing. Racing is an exciting and vibrant sport that can be enjoyed by competitors, spectators, and officials alike.



## Rallycross



Rallycross was created in the 1970's.

Events take place over a combination of tarmac and loose surfaces. Most competitions involve a series of heats leading to qualification for finals and ultimately the super final race for the fastest competitors on the day.

## Sporting trials



A Sporting Trial is a non-speed competition which involves advancing a specially built trials car over rugged, hilly and often muddy terrain, as far as is physically possible, without striking laid out markers defining the route of the course.

It is very much a competitive, fun, family-type sport, with over 80 regular competitors.



## Rallysprint



A Rallysprint is essentially a simplified rally stage which is usually held in a single location with a repeated course.

Drivers are given a familiarisation lap prior to being timed on a number of laps of the stage. The event usually consists of three stages, each of three laps of the course. The times for each stage are added together to give the final time.



## Motorsport Ireland - Disciplines - Appendix 4

### Non-Gated Events

#### Tarmac & Forest Stage Rallies



Rallying takes place on closed public or private roads and in forests with modified production or specially built road-legal cars.

It is distinguished by not running on a circuit, but instead in a point-to-point format in which participants and their co-drivers drive between set control points (special stages), leaving at regular intervals from one or more start points.

#### Endurance Trials



Endurance Trials are broken into 7 separate classes. The emphasis is to keep costs down for prospective competitors. The maximum engine size is 1400cc



## Hillclimb/Sprints



Hillclimbs take place on closed roads where competitors compete to achieve the fastest time driving up a hill. The hill is usually about 1 mile long with competitors getting a familiarisation run and 3 timed runs.

Sprints are similar type events to a Hillclimb but take place on a relatively flat surface.

## Navigation Trials



Navigation Trials are as much a test of map reading and direction-finding skills as they are competition driving. They are a relatively cheap form of motorsport and are fantastic fun! Each competing car carries two people consisting of a driver and navigator. The purpose of the exercise is to complete the entire route, maintaining the average speed and picking up as few penalties as possible. Night Navigation Trials take place under cover of darkness.



## Motorsport Ireland Rescue Units

Motorsport Ireland Approved Rescue Units provide event organisers with rescue and medical cover to deal with the unforeseen incidents that may happen during an event.

Motorsport can be dangerous and the unexpected can happen in the most diverse locations, be it in a forest or closed road rally, racetrack, sprint, or hillclimb events.

Motorsport Ireland stipulates the requirement and numbers of Rescue Units to be present at the event to provide optimum emergency cover.

Rescue Units are crewed by licensed volunteers who are all trained to a minimum PHECC Emergency First Responder level and are accompanied by a Doctor or Advanced Paramedic along with a crewed ambulance. The Rescue Unit is part of the event Safety Team and works under a Crew Chief in liaison with the clinical lead on scene.

**(Appendix 1 Rescue Units and crew risk assessment.)**



## Scrutineering

“Scrutiny” as it is more commonly known as, is a process which all competing vehicles and competitors must go through, and pass, before being allowed to take part in any Motorsport Ireland permitted event.

Before the start of each event, a vehicle must be presented to a panel of people known as scrutineers. These are personnel who have been specially trained, and licenced, by Motorsport Ireland to enable them to carry out these checks. In a pre Covid-19 world they would come into close contact with drivers, entrants, manufacturers and event organisers and would have been able to carry out their duties in a friendly, helpful, and safe manner.

They would typically check that each vehicle complies with a specific set of safety regulations as set out by Motorsport Ireland, and in some cases the FIA (the World Governing Body) for both safety equipment within the vehicle, special seats, safety belts and safety cages etc. and also a competitors personal safety clothing, fire retardant suit, footwear and gloves as well as a specific helmet and other pieces.

The vehicle would also be checked at this time for compliance with a specific set of technical regulations, again as set out by Motorsport Ireland and the FIA, depending on which class the vehicle is entered in. Each class is dependent primarily on the capacity of the engine fitted. These specific technical checks may be carried out before, during and after an event.

**(Appendix 2 Scrutineering risk assessment.)**





## Mondello Park International Race Circuit

Mondello Park International Race Circuit is the only FIA Licenced motor racing circuit in the Republic of Ireland and was opened in its original layout in 1968. The original 1.28km (0.8 mile) layout lasted for just one year before the track was extended to 1.92km (1.2 miles) for the start of the 1969 season. The circuit hosted European F5000 events in its early years and attracted massive crowds for its international events but took a few years to build a local competitor base. With the arrival of the budget Formula Ford class in the seventies local interest began to grow and the track produced some of Ireland's best ever talents with the likes of Derek Daly, David Kennedy and Bernard Devaney going on to make a name for themselves Internationally. All three now have corners named after them at the circuit.

Following major investment by Martin Birrane in 1998 the circuit was extended to 3.5km (2.2 miles). The new International track was officially opened in September 1998 with a round of the EuroBOSS series for contemporary Formula One cars. Following the creation of the new International Circuit, Martin Birrane set about further multi-million-euro investment in the pits, paddock, control tower, medical centre, hospitality suites, grandstand and museum. Since 2000 Mondello Park International Race Circuit has staged a round of the FIA Sports Car Championship, run a European championship historic racing event, hosted several rounds of the British Touring Car Championship, British GT and Formula 3 series. Mondello Park International Race Circuit was the first overseas venue to ever feature on the British Superbike Championship calendar. Ongoing re-surfacing work and upgrading of spectator banks, track, circuit drainage and facilities have transformed the circuit from a popular club racing venue to an internationally recognised motorsport facility.

Mondello Park International Race Circuit is constantly growing and diversifying, and its current calendar includes Car, Motorcycle, Rallycross, Drifting and Time Attack events as well as shows for Modified Cars, Classic Cars and Trucks. The circuit also operates a very busy portfolio of Driving Experiences, Corporate Days, Team Building, and Motor Manufacturer training and driving days.



SPÓRT ÉIREANN  
SPORT IRELAND





## Mass Gatherings

As with all sporting events, spectators play a vital role and steps must be taken to include them in the pre-event planning. Motorsport Ireland will follow the relevant Government and HSE advice with regards to allowing spectators to attend permitted events. Mass gathering numbers will be dictated by the Government/National Health experts. Where a gathering of such numbers will occur, the relevant social distancing protocols will be applied and encouraged by the organisers. Signage will be erected, and a Covid-19 Compliance Officer will be appointed. Hand sanitiser stations will be made available in these areas.

During the current restrictions with Covid-19 it is envisaged that spectators may be permitted to attend gated events, which we anticipate will be the first type of event to be permitted. Permitted attendees will be competitors, crews, officials, and volunteers. As the guidelines change and spectators are allowed attend events it will be incumbent on all to risk assess these gatherings and to ensure all health and safety regulations are adhered to.

Under the current Guidelines issued from the Government and the HSE the following spectator numbers are allowed at events. This is outside of the 200 participants which is currently allowed at our event.

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### Resilience and Recovery Plan for Living with COVID-19



The Government has issued its Resilience and Recovery plan for living with Covid 19. There are 5 levels to the plan and depending on which level the country or your county is at there will be different restrictions place on people's movements. Click on the links below to see what restrictions are at each level of the plan.

<https://www.gov.ie/level1/>

<https://www.gov.ie/level2/>

<https://www.gov.ie/level3/>

<https://www.gov.ie/level4/>

<https://www.gov.ie/level5/>

Motorsport Ireland will work closely with Sport Ireland and the Government to clarify any ambiguity in the guidelines relating to our sport.

Within these levels there will be different levels of restrictions for sports in the country and in some circumstances, in individual counties. If we enter the different levels, we in the Motorsport Ireland community must do our part to follow the guidelines issued, for the safety of our community and the country.

### **Competing and participating in Events.**

Competitors and participants, i.e. officials, marshals, volunteers, and anyone else attending an event, must be from the island of Ireland to be able to attend an event, unless they are from a country on the green fly list.

The Government will issue a list of countries that are currently safe to fly in from and only international competitors from these countries will be allowed compete in Motorsport Ireland events. This list will change regularly so it is important that each club check it before their event.

Also, within the different levels in the Governments Resilience and Recovery Plan for living with Covid 19, if a county is in level 1 or 2, the restrictions for sport are minimal and most events can go ahead. But if individual counties enter level 3, 4, or 5, the restrictions will not allow most sporting events to take place.

Also, within these levels' competitors, officials, marshals, and volunteers traveling to events in level 3 or greater may not be allowed travel. Guidance will be sought and issued by Motorsport Ireland at all levels of the plan.

For the latest information always check:

<https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/>

<https://www.motorsportireland.com/>



## Dual Occupancy

Dual occupancy in a competition car must be considered under the following headings:

### 1. Self-Declaration Form

Responsibility is placed on the dual occupancy of the car to self-assess and correctly complete the relevant form prior to the event be it for the reconnaissance or the actual day of competition.

### 2. Time spent together

The length of time spent together in the car can vary over the reconnaissance day and the competition day. For the purpose of both days the competitors are in their own “bubble structure” as in the driver & navigator solely together for the period of time in the car. Actual competition on a special stage can vary from 3 to 12 minutes (subject to weather and mechanical issues) depending on the particular discipline involved. The Road section times are longer depending on the distance to travel. At all times together helmets for actual competition and face coverings for road sections must be worn.

### 3. Protective Clothing

Gloves, Balaclavas, Helmets (full face or open), and Overalls (all of which must be FIA approved) must be worn at all times within the cockpit of a competition car during the competition on the actual special stage. While on open road be it travelling between special stages or reconnaissance face coverings must be worn. During competition all pace note calling / conversations are via built in intercoms system within their safety helmets.

### 4. Distance Apart

The seating distance apart from centre to centre is 650mm (pic 1) as this is not the recommended 2 meters face coverings must be used at all times, be it by use of the Helmet and balaclava during actual competition or a standard face covering while travelling between special stages and on reconnaissance.

### 5. Seating Arrangements

The Driver’s seat maybe positioned forward of that of the navigators by approximately 200mm and 100mm higher than the navigator. (pic 1)

### 6. Outside of Competition

When outside of competition all Government/HSE & Department of Health guidelines must be adhered to at all times in relation to the social distancing protocols that are laid down at that time. Where social distance rules cannot be achieved the wearing of a face covering will be mandatory.

### 7. Face Coverings



The onus for competitors is to ensure that a face covering is used at all time within the cockpit of the car be it a helmet & balaclava during the actual special stage competition (which is the standard safety requirement for competition) or a standard face covering during reconnaissance and road sections of the event.

Pic 1.



Pic 2.



## Deliverables & Responsibilities

All the actions and guidelines listed in this document and its risk assessments are very much achievable with the help and support of the entire motorsport family. It is therefore essential that all our clubs, event organisers, officials, marshals, volunteers, competitors and eventually the spectators adhere to all these measures.

It is only by working together we can we achieve our goal of getting motorsport back up and running again. The evidence and research to date indicates that the resumption of activities is a complex process, that it may not be linear and that small and deliberate steps must be taken before there can be a return to full activity.

The roadmap contained in this document outlines and defines a set of recommended minimum practices for the reintroduction of activities in a systematic way to protect all involved in motorsport and community safety.

Our objective is to advise clubs, volunteers and competitors on how the resumption of motorsports can be achieved in a controlled and safe manner. The guidelines set out within this document will evolve and change in line with the latest information from the Government and HSE. The priority always must be to protect the health and welfare of all those involved in motorsports and to minimise the risk of transmission within the wider community.



<b>Appendix 1 Motorsport Ireland Rescue Units &amp; Crew Risk Assessment</b>						
<b>What are the Hazards</b>	<b>Who might be harmed</b>	<b>Controls Required</b>	<b>Additional Controls</b>	<b>Action by Whom</b>	<b>Action by When</b>	<b>Done</b>
<b>Contracting Covid-19</b>	Crew Members, competitors, spectators, marshals, and anybody in close proximity to others	Change of Practice to include additional PPE/Hand wash/sanitising/Social Distancing implementation, etc.	Induction on changed practices for Rescue Crew Members Pre declaration by crew members that they are "safe to participate" in the crew. Regular hand washing/sanitising during events.	Rescue Unit Crew Chief	Prior to First event on return to sport	
<b>Rescue Unit preparation</b>	Rescue Crew Members	Vehicle and tools/equipment to be cleaned and sanitised in preparation for events	Appropriate PPE to be supplied - Masks/Gloves/Hand Sanitiser/Extra PPE Clothing/ disposable aprons and goggles	Rescue Unit Crew Chief	Prior to each event	
<b>Travelling to/from Events</b>	Rescue Crew Members	Social distancing where possible within the vehicle	Crew members who do not live in the same house should wear face coverings where social distancing within the vehicle is not possible. Windows should be open in so far as possible to allow fresh air to circulate.	All crew members	Travelling to and from all events	
<b>On location at Start Line</b>	Crew Members, competitors, spectators, marshals, and anybody in close proximity to others	Social Distancing to be always observed.	No third parties allowed inside Rescue Unit vehicles. No sharing of tools/equipment with competitors or officials	All crew members	At events	
<b>In Attendance at Incidents</b>	Rescue Crew Members, Ambulance Crew, Doctor/AP, competitors, spectators, marshals, and anybody in close proximity to others	Social distancing to be observed where possible	Only Authorised Rescue/Medical personnel allowed at incident scenes. Appropriate PPE to be worn by all crew members - Masks/Gloves/Goggles/Face shield/Coveralls disposable aprons and goggles	All crew members	At events	
<b>Use of PPE Equipment</b>	Rescue Crew Members, Ambulance Crew, Doctor/AP, competitors, spectators, marshals, and anybody in close proximity to others	Changing & disposal of PPE	Additional PPE Clothing to be carried on Rescue Units - Outer PPE Clothing to be changed and bagged for washing after incidents. Disposable masks, gloves, etc. to be bagged and properly disposed of after 1 wear. Hand washing/sanitising at regular intervals.	Rescue Unit Crew Chief	At & Post events	
<b>Post Incident - Vehicle</b>	Rescue Crew Members	Cleaning/Sanitising	Vehicle "common touch areas" such as door handles, Steering/Gear lever/Handbrake, etc. to be thoroughly cleaned & sanitised post incident in preparation for event restart	Rescue Unit Crew Chief	At & Post events	
<b>Shared Equipment/Tools</b>	Rescue Crew Members	Cleaning/Sanitising	Tools/equipment to be thoroughly cleaned & sanitised post incident in preparation for event restart	Rescue Unit Crew Chief	At & Post events	
<b>Incident reporting</b>	Rescue Crew Members, Officials/Office Staff	Electronic reporting	Crew chief to type reports following incidents and send electronically to relevant personnel. No pens or paperwork to be shared when recording details on scene.	Rescue Unit Crew Chief	Post Event	

Caution - some people may be asymptomatic carriers

<b>Appendix 2 Scrutineering Risk Assessment (All Events)</b>						
<b>What are the Hazards</b>	<b>Who might be harmed</b>	<b>Controls Required</b>	<b>Additional Controls</b>	<b>Action by Whom</b>	<b>Action by When</b>	<b>Done</b>
Contracting Covid-19.	Scrutineer, Competitor & Competitor Team member.	Change of Practice.	Education of all personnel involved in Scrutineering. Minimum Number of Scrutineers at events.	Chair of Motorsport Ireland Technical Commission.	Return to Motorsport.	
Use of PPE Equipment.	Scrutineer, Competitor & Competitor Team member.	Used Equipment disposal as recommended.		Chief Scrutineer, Scrutineer, Competitor & Competitor team member.	Start of Scrutineering.	
Vehicle in Scrutiny Area.	Scrutineer, Competitor, Competitor Team member, Organiser.	Observe social distancing at all times. Only 1 competitor/team member with vehicle in scrutiny area.	Allocate time for vehicle arrival to scrutiny area. Competitor/Team Member to remain in or beside car while queuing. Mark area as appropriate.	Chief Scrutineer, Scrutineer, Competitor, Competitor team member, Organiser.	Start of Event.	
Inspection of vehicle Scrutiny Sheet.	Organiser, Scrutineer, Competitor & Competitor Team member.	Completed sheet available electronically from organisers. View on laptop/Tablet/Phone or other electronic means.	Scrutineer may print hard copy for personal use and handling only.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of Logbook.	Scrutineer, Competitor & Competitor Team member.	Pre declaration. In boot or on roof/bonnet of vehicle when presented to Scrutineer. Visual inspection only recommended.	Request Competitor or Competitor Team member to provide a photo of same by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of Race Suits.	Scrutineer, Competitor & Competitor Team member.	Pre declaration. In boot or on roof/bonnet of vehicle when presented to Scrutineer with labels visible. Visual inspection only recommended.	Appropriate PPE and sanitiser use if contact is absolutely necessary. Request Competitor or Competitor Team member to provide a photo of label/item by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of Helmet/FHR.	Scrutineer, Competitor & Competitor Team member.	Pre declaration. In boot or on roof/bonnet of vehicle when presented to Scrutineer with labels visible. Visual inspection only recommended.	Appropriate PPE and sanitiser use if contact is necessary. Request Competitor or Competitor Team member to provide a photo of label/item by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of Fireproof Clothing.	Scrutineer, Competitor & Competitor Team member.	Pre declaration. In boot or on roof/bonnet of vehicle when presented to Scrutineer with labels visible. Visual inspection only recommended.	Appropriate PPE and sanitiser use if contact is absolutely necessary. Request Competitor or Competitor Team member to provide a photo of label/item by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	



<b>Appendix 2 cont....</b>		<b>Scrutineering Risk Assessment (All Events)</b>				
<b>What are the Hazards</b>	<b>Who might be harmed</b>	<b>Controls Required</b>	<b>Additional Controls</b>	<b>Action by Whom</b>	<b>Action by When</b>	<b>Done</b>
Inspection of vehicle pre-event.	Scrutineer, Competitor & Competitor Team member.	Pre declaration. Visual inspection only recommended.	Appropriate PPE and sanitiser use if contact is necessary. Request Competitor or Competitor Team member to provide a photo/video of parts by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of vehicle during/post event.	Scrutineer, Competitor & Competitor Team member.	Visual inspection only recommended where possible.	Appropriate PPE and sanitiser use if contact is necessary. Request Competitor or Competitor Team member to provide a photo/video of parts by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Inspection of vehicle post-accident.	Scrutineer, Competitor & Competitor Team member.	Visual inspection only recommended where possible.	Appropriate PPE and sanitiser use if contact is necessary. Request Competitor or Competitor Team member to provide a photo parts by electronic means.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Issuing of Instructions/Reports to Organiser/Competitor.	Scrutineer, Competitor & Competitor Team member, Organiser.	Issue verbally or by electronic means.		Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Handling and sharing of Scrutiny Equipment/Tools.	Scrutineer, Competitor & Competitor Team member.	Only if necessary.	Appropriate PPE and sanitiser use if contact is necessary.	Chief Scrutineer, Scrutineer.	Start of Scrutineering.	
Sharing of Pens or Any Type of Paperwork.	Scrutineer, Competitor, Competitor Team member, Organiser.	Do not share. All must have their own pen		Chief Scrutineer, Scrutineer, Competitor, Competitor team member, Organiser.	Start of Scrutineering.	
Personnel/Physical Contact in Scrutiny Area.	Scrutineer, Competitor, Competitor Team member, Organiser.	Observe social distancing at all times. Use of sanitising products.	Pre-Cleaning/Sanitisation of Area, as necessary.	Chief Scrutineer, Scrutineer, Competitor, Competitor team member, Organiser.	Start of Scrutineering.	
Vehicles in Parc Fermé. (Mondello and other events)	Scrutineer & Competitor.	Competitor remains in or beside vehicle at all times unless requested/instructed otherwise.	Observe social distancing at all times where necessary.	Chief Scrutineer, Scrutineer, Competitor.	During Event.	



**Appendix 3****Gated Events Risk Assessment**

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Action by When	Done
People congregating in groups as they enter venue.	Volunteers Officials Competitors Staff Crew	Social distancing must be encouraged at the entrance. Hand sanitisers made available for use Strict regulations on queuing. Social distancing lines marked on the ground. Covid-19 signage placed at entrances.	Personnel in place to ensure controls are implemented	Event organisers	Preparation pre-event by the organisers.	
Temperature Screening	People operating the system. other people waiting may be infected	No close contact with potential cases. Recommended distance between people. Covid-19 signage placed at entrances. Confirmation of 14-day declaration. Hand sanitisers in place.	PPE Ground markings for social distancing. Questionnaire sheets for staff to record contact tracing details if necessary.	Event organisers	Preparation pre-event by the organisers.	
Area where people isolated after failed temp screening.	Isolated Individuals, competitors and crew. People who accompany them.	PPE	Gloves, masks, hand-sanitiser, aprons on site for use.	CMO	Area identified and cleaned before the event and controlled during the day.	
In paddock area	Competitors, team members and officials.	Strict enforcement of social distancing Covid-19 signage	Advise all attendees of procedures on the day. Appropriate/necessary PPE to be worn by all.	Event organisers	Identify staff in advance to oversee procedures.	
Rest rooms	All users	Strict controls over access and strict cleaning regime. Covid-19 signs in place. Social distancing signs displayed	Sanitation staff to be in place.	Event organisers	Plan prior to event and monitor on the day.	

## Appendix 3 cont....

## Gated Events Risk Assessment

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Action by When	Done
Food facilities	All users	Social distance controls. Dispose of all food in bins. Covid-19 signs in place. Social distancing signs displayed	Staff on duty must be vigilant all day. Report any issues immediately. Hand sanitiser stations and appropriate PPE.	Event organisers	Plan prior to event and monitor on the day.	
Scrutineering	Scrutineers Competitors	No physical contact. Physical inspection/ no passing of documents. Covid-19 signs in place. Social distancing signs displayed	Pre-event staging to include documentation and equipment in place pre-event. Hand sanitiser stations and appropriate PPE	Event organisers scrutineers	Plan in place prior to event.	
Medical centre	People who visit or attend.	PPE gear must be worn. General medical attention not provided at this station Must adhere to current guidelines for these areas. Covid-19 signs in place Social distancing signs in place	Have a pre-event briefing with all medical staff prior to event. Ensure all equipment is on site for use in all situations Hand sanitiser stations and appropriate PPE. Centre to be sanitised after use.	Event organisers Medical staff	Detailed medical plan in place for all scenarios prior to event.	
Timing and Results	Competitors Timekeepers	Results to be distributed on-line post-race. Covid-19 signs and social distancing signs in place	Appropriate PPE to be worn if close contact communication is required.	Chief Timekeeper	Race day	
Marshals response to incidents	Marshals Competitors.	Observe social distancing at marshals' posts. Where possible marshals communicate with drivers from appropriate social distances. Marshals should report all accidents and wait at their posts. Appropriate PPE should be worn if marshals are required to respond to an incident.	Hand sanitiser stations and appropriate PPE	Event Organisers	Preparation before event to ensure appropriate space at each marshal's post. Appropriate PPE distributed pre event.	

## Appendix 3 cont....

## Gated Events Risk Assessment

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Action by When	Done
Race control	Officials Competitors	Race control to be separated in areas with markings on the floor. Protests or race related queries to be taken from a competitor at the door to the control tower. Covid-19 signs up in area Social distancing signs in place	Hand sanitiser stations and appropriate PPE	Event Organisers	Appropriate PPE distributed pre event.	
Briefings and race sign on	Competitors Officials	Virtual briefing to be issued pre event. Briefing notes to be electronically distributed. Covid-19 signs and social distancing signs in place	Virtual safety briefings to be introduced. PPE equipment to be worn in all close contact.	Event Organisers	Briefing to be issued prior to the event.	
Cars congregating in Park Fermé	Scrutineers Competitors Marshals	Only selected cars to be instructed to stop in Parc Fermé. All other cars return directly to the paddock. Covid-19 signs and social distancing signs in place	Hand sanitiser stations and appropriate PPE	Event Organisers	Appropriate PPE distributed pre event	
Pit wall attendees	Competitors Team personnel Marshals	Social distancing sections to be marked on the pit wall. Covid-19 signs displayed.	Hand sanitiser stations and appropriate PPE.	Event Organisers	Markings to be in place pre event	
Disputes and hearings	Officials Competitors	Adequate location to be provided to comply with social distancing rules. Covid-19 signs and social distancing signs in place	Hand sanitiser stations and appropriate PPE. Area to be cleaned after use.	Event organisers	Prior to event	
Accidents	Competitors Emergency services	Only trained personnel to attend the scene. Appropriate PPE to be worn at all time.	PPE equipment to be worn in all close contact. Gloves, masks, hand-sanitiser, disposable aprons. Goggles and coveralls for all. Ambulances and all equipment to be cleaned after use. Designated procedure to take all casualties to hospital not medical centre.	Event organiser Rescue services Ambulance services CMO Advanced paramedics	CMO / CoC	

**Appendix 4****Non-Gated Events Risk Assessment**

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Done
Special Stage Selection	Officials / Residents	Highly recommended that special stages are selected from stages that have been used in the previous two years.	Electronic mapping systems to be used for selection	CoC	
Public Relations	Officials / Residents	Use An Post services for Initial contact	Use Neighbourhood Watch/Text Alert/local media/radio stations etc. Carry out house to house calls under social distance guidance	CoC	
Roadbook/Alternative Route	People preparing document pre-event	People from the one household working on preparation or if possible, done electronically but requirement to be proofread prior to print	Appropriate/necessary PPE while in car and follow all other guidelines.	CoC	
Equipment including third party fire extinguishers	Set-up Crew putting up signage / barriers	Items to be sanitised before and after use to include any material handling equipment.	Appropriate/necessary PPE to be worn by all set-up crew members. Self-declaration form to be completed.	CoC	
Chicane and protective elements including barriers	Set-up Crew/Marshals	Items to be sanitised before and after use to include any material handling equipment.	Appropriate/necessary PPE to be worn by all set-up crew members. Self-declaration form to be completed.	CoC	
Official internal/third party meetings	All attendees	Where possible all meetings and contact to be done electronically. If required to meet, then social distancing requirements need to be applied.	Frequent contact electronically to keep in communication and to reduce necessity of having meetings.	CoC	
Post event take down	Take-down crew	Each location to be dismantled by the marshals.	Appropriate/necessary PPE to be worn by all take-down crew members. Self-declaration form to be completed. Refuse bags/ bins / skips will be provided where necessary.	CoC	

**\*\* CoC refers: Clerk of Course, Deputy Clerk of Course and Assistants**

**Appendix 4 cont....****Non-Gated Events Risk Assessment**

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Done
Course/Safety Cars	Officials/safety car crew	Travel individually or if accompanied, persons to be from the same household.	Self-Declaration form to be completed.	CoC	
Ceremonial Start	All attendees	Relevant social distance to be adhered to in line with current HSE guidelines.	Appointment of Covid-19 Compliance Officer.	CoC	
Event Information Packs	Organisation team, officials and competitors.	Where possible to be provided electronically.	In the event organisers cannot provide electronic means relevant PPE should be in place for distribution.	CoC / Event Secretary	
Competitor Safety Briefing	All attendees	To be carried out in/at a venue/location where relevant social distance can be adhered to in line with current HSE guidelines.	Virtual competitor safety briefings to be introduced	CoC	
Finish Ramp	All attendees	Relevant social distance to be adhered to in line with current HSE guidelines.	Appointment of Covid-19 Compliance Officer	CoC	
Interaction of Competitor Liaison Officer (CLO)	Competitor Liaison Officer and competitors	All communication to take place electronically.	In the event organisers cannot provide electronic means relevant PPE should be in place for communication.	CoC / CLO	
Marshals duties	Marshals / club officials and all attendees.	Relevant social distance to be adhered to in line with current HSE guidelines at all meeting points and locations.	Appropriate/necessary PPE to be worn by all marshals. Sign on where possible to be done electronically or within the relevant social distance guidelines.	CoC / Chief Marshal / Stage Commander	
Provision of Marshals Lunch Packs	Marshals and officials	All meal packs to be prepared and supplied in line with current HSE guidelines.	Marshals encouraged to self-cater where possible	CoC / Chief Marshal / Stage Commander	

## Appendix 4 cont....

## Non-Gated Events Risk Assessment

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Done
Park Fermé	Officials and competitors	Park Fermé conditions to adhere to relevant social distancing guidelines as per the HSE.	Officials to have appropriate/necessary PPE while operating this area. Self-declaration form to be used.	CoC / Officials	
Time keeping/results Passage Control	All relevant personnel	All field equipment to be sanitised pre and post hand over. All information to be provided electronically to results officer.	Where handling of timecards is required, including passage control, all necessary and appropriate PPE to be worn as per HSE guidelines.	Chief Time Keeper	
Service Area	All attendees.	Relevant social distance to be adhered to in line with current HSE guidelines.	Access numbers as per current government mass gathering guidelines.	CoC / Service Area Manager	
Safety Plan Inspection	CoC/ MI Delegate/Competitor	Plan to be forwarded electronically in advance of inspection.	For inspection, individuals to travel separately using two-way communication. If alighting the cars for further exploration social distance rule to apply along with relevant appropriate/necessary PPE. Self-declaration form to be completed.	CoC / Motorsport Ireland	
Serious Incident Officer	Marshals / stage commanders / rescue crews /ambulance crews / competitors	Appropriate/necessary PPE to be worn at all times. Minimum interaction to be adhered to with others on scene only for compiling of reports.	Gather information by use of photographic or video means.	CoC	
Temporary toilet facilities	All users	Proper hygiene practice to be adhered to.	Supplier of equipment to carry out sanitising during the event.	CoC / Stage commander / service provider	

**Appendix 5****Administration Area Risk Assessment**

What are the Hazards	Who might be harmed	Controls Required	Additional Controls	Action by Whom	Action by When	Done
Rally HQ and all meeting points	All participants/attendees and third-party suppliers	Relevant social distance to be adhered to in line with current HSE guidelines.	Use of electronic means to provide information. Operate one-way system where possible. Appropriate PPE to be worn as per HSE guidelines.	Event Secretary	Prior to arrival	
Event Notice Board	All attendees	Location of board in line with HSE social distancing guidelines	Use of electronic means to provide information.	Event Secretary	Pre and during event	
Administration checks	All attendees	All tasks to be carried out electronically where possible.	Where there are no electronic means, relevant controls and social distancing to be adhered to, as per the current HSE guidelines.	Event Secretary	Prior & during event	
Payments	Payer/Payee	Payment in advance by electronic means.	If in exceptional circumstances cash payments need to be accepted, all necessary precautions must be taken to include required PPE (gloves at a minimum). Cash to be placed in zip-lock bags.	Event Secretary	Prior to event	

### **Electronic sign on procedures.**

To avoid contact when signing on at events, all forms must be signed and sent back to the event secretary or designated person electronically. This can be done via email, WhatsApp, or an electronic sign on system, similar to the one in use in Mondello Park. This will significantly reduce the risk of contact between competitors, officials, marshals, volunteers, and administration staff.

The new sign on forms and Covid 19 declarations forms are below.

Each participant or competitor will be sent the correct form prior to the event. They must fill out the forms completely, sign it and return it to the event secretary or designated person 3 days prior to the event.

They will ensure all parts of the form are filled in correctly. If there are any discrepancies, they will return the forms to be filled in correctly.

On the day of the event there will be a check system in place to ensure that the person who filled out the form is the same person competing or participating. This will involve the competitor or participant presenting themselves to the event secretary or designated person and them ticking a box to say that all the correct forms have been received and the competitors or participants ID has been checked. All this will be done in a controlled cleaned environment, the event secretary or designated person will be behind a clear shield and all the current social distancing guidelines, mask wearing, and hand sanitisers will be observed.



## Officials/Marshals Pre-Event sign on & Covid-19 self-Declaration

***“Form will be supplied prior to event”***



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**PRE EVENT SIGN-ON/DECLARATION  
(COMPETITOR)**

***“Form will be supplied prior to event”***



SPÓRT ÉIREANN  
SPORT IRELAND



## Motorsport Ireland Task Force

Motorsport Ireland have formed a specific task force who will be made available if required to assist disciplines and organising clubs with the implementation of all items within this document on the 'return to sport'.

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