



NASA Safety Meeting Minutes

Minutes of Safety meeting held on Zoom

Meeting One Fri 8th Apr, Meeting Two Mon 11th April, Meeting Three Wed 20th April

Present:

<u>NASA Official</u>	<u>Official Role</u>	<u>Attended?</u>
Ray Wyeth	Director of Safety	Meeting One & Two
Darryl Smart	Director of Safety	All Meetings
Warren Beatty	Director of Safety	Meeting Two & Three
Jason Baker	Safety Secretary	All Meetings
Arran Warburton	Ass. Chief Marshal	Meeting Three

League Safety Officers

<u>Safety Officer</u>	<u>League</u>	<u>Attended?</u>
Richard Marrant	East Midlands	Meeting One
Robert Brehony	Gloucestershire	No
Duncan Rea	South Wales	Meeting One
Lynn Atyeo	Southern	Meeting Two
Bryn Lewis	West Midland	Meeting One
Steph Grasby	M.A.P	Meeting Two
Craig Stamp	North Western	Meeting One
Derek Matthews	North Yorkshire	Meeting Three
Paul Hussey	Yorkshire	Meeting Three
Pat Richards	East Anglian	Meeting Two
Martin Gould	Shropshire	Meeting One
Jason Baker	C.G.T.R.O	All Meetings
John Berry	Kent	Meeting Two
Graham Foster-Vigors	Dales	Meeting Three
<i>None Confirmed</i>	<i>Northern Ireland</i>	<i>None Confirmed</i>
Ethan Dudley	Wiltshire	No
Cian O'Mahony	Southern Ireland	Meeting Three
Tony Wilson	Fenland	Meeting Three
Sam Tomsons	Scottish League	Meeting Three

Visitors:

Meeting One:

Iain Beddis (Hereford), Kev Faulkner (North Shropshire), Tony Shrimpton (Shropshire & Telford), Mike Flatt (Melton), Brian Morgan (Cwmdu), Sheryl Buxton (Pennine), Spencer Mills (Ludlow)

Meeting Two:

Jason Barrett (Cambridge), Pat Sheehy (West Waterford), Kirsty Godfrey (Cambridge Chairperson), Steve Diaper (Southern)

Meeting Three:

Sean Chamberlain (Nottingham), Ben Patterson (Scunthorpe), Jamie Thorpe (Carlow)

(1) Apologies:

Zoe Cusack (Mallow), Morgan Thomas (Down Autograss), Dave Palmer (Abram), Simon Fitzpatrick (Radford)



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(2) Welcome:

The Director of Safety opened their respective meetings and thanked all for attending. Warren apologised for needing to postpone the meeting scheduled for 13th April and thanked everyone for accommodating the postponement.

(3) Correspondence:

None

(4) Season Start Review:

Question of how people are getting on with their meetings, appreciate not all have run yet. Those who have raced have said they have had no major issues, comments on the new breathalyser rule, a couple feel that the new rules are harsh on those called in, in reference to no second test available. This was publicised in the newsletter as well as in the handbooks, there was a lot of discussion with the Chairman and the current rule is less harsh than the initial proposals. MAP had a couple of major incidents including a broken foot and dislocated shoulder, dealt with correctly at the time. An incident at Southern where a driver hit the armco and lost consciousness, medical crew advised no racing for the remainder of the weekend which was followed. Some clubs have had a couple of issues of juniors coming up to the line with no neck brace/loose helmets or no gloves, all dealt with locally but this needs keeping an eye on. Discussion on the quality and standard of these items, no minimum requirement?

Action: Safety Team to take away feedback with Junior safety clothing.

Rule: 5.2.8 Proprietary manufactured driver protection aids including a neck brace or frontal head restraint device, lumber support, knee/elbow protection, gloves etc are strongly recommended to be used. An appropriate neck brace or frontal head restraint device and gloves are compulsory for Junior drivers only.

(5) Documentation Review:

How are we all finding the documentation? Are there any questions? Most had received, one or two stated they haven't had any emails, Jason will send the documents to these people as well as containing a copy of the Safety Package when the minutes are emailed out. Cwmdru had a query regarding the HV pylon situated on their venue and a safe distance/exclusion zone. After discussion with Balfour Beatty, which was backed by Western Power, the recommendation is minimum 3mtr exclusion area for any camping. Accident form is new and very different to previous, some seeking further advise on completion, any of the Safety Team are available for to organise a call to go through this where felt needed, even if just to make sure what you're thinking is correct. Suggestion to take pictures at the time which will not only give you photos of the incident, but also a date and time stamp. Tysers have supplied an incident briefcase which was shown on screen, they include a witness statement pad to make easier for incidents with a number of incidents as well as some of the NASA documentation, this should come in very handy as a "grab pack" for an incident where you're not sure what you're going to need. These are will be distributed over the coming couple of months, the Safety Team trying to organise when we can hand over to distribute locally.

Action: Safety Team to distribute Tyser packages

(6) Track Construction Regulations Review:

Asked how everyone had found the 2022 Regulations, any queries? Reminder to complete deviation forms, the Safety Team are aware this year will be busy with retrospective deviations (differences that have run for a number of years) and we need to visit and review all of these to ensure we are happy with their safety and can sign off as an approved deviation. Now we have this form, it can be documented for the next people on the Safety Team. Invicta Kent, require one completing for their marshal barriers, Cambridge aware they need to submit for their marshal posts as well. Cambridge finish line is 20ft (estimate, not accurate) from the cones, should we move closer? Surely the further away the safer? This may be true, but further away also means there is more chance of drivers missing flags, including red flags where a major incident may have occurred, we need to be working to the 6-12ft area.

Action: All Safety Officers must consider if they have any construction deviations and submit a form if so.



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(7) Safety Communication – Medical Crew:

Safety Communication shared on screen, have we all received, read and understood? Any questions? No questions, but a couple had not received, Jason to send. Discussion on CQC registration requirement from NHS to be insured to transport an injured party, after discussion across the meetings it appears some local authorities require different information and may request different levels of cover for first aid.

Action: Safety Officers to consider checking their First Aid supplier on the CQC website

(8) Plant Training:

Warren prepared a Tool Box Talk for the training, this was taken to the Chairmans Committee who have thrown out in favour of locally training/familiarising with local equipment. Evidence of Competency or a nationally recognised training card is required for using site plant. What about strapping cars to Telehandler? This is covered in the GRA-22, yes they should be a secured load. Some are using a square frame to assist lifting specials or cars that are excessively damaged. Discussion required with Chris Jones regarding the wording of training or familiarisation, the only person who can trained is someone who is train-the-trainer trained. Refer the topic of strapping on and Marshals checking to the Marshals committee.

Action: All Clubs to ensure they only have competent persons on site plant

Action: All Clubs to note and ensure all loads on a telehandler is secure before moving

Action: Jason to refer checking the security of a load to the Marshals Committee

(9) Stone Incidents:

Have there been any stone incidents so far? No majors reported. Reminder to record any near-misses such as a stone making into spectator land but not hitting anyone with the RDI-22 form. We want to be working with clubs if we spot a trend to minimize the risk of a stone incident resulting in a claim. Discussion about mudflaps, this has been referred to the Scrutineers Committee as discussed at the last meeting. Last update tells us they have an option or two they are looking at trialling, more information will be available either from the next meeting or your local scrutineer as options become clearer.

Action: All Safety Officers to note any stone incident or stone near misses with the RDI-22 form

Action: Safety Team to gather mudflap update from Scrutineers Committee

(10) Trade Stands:

Following a question at our last meeting, we recommend a 3mtr gap between all trade stands to bring in line with camping regulations and provides a safe distance between stands.

(11) Marshals Positioning:

Marshals Protection Barrier was shown on screen and explained, the intention of the barrier is to protect the marshal from incoming vehicles as well as assisting with the issue of marshals standing away from their post. NASA are trialling at selected venues this year, we are potentially looking to bring this in for next year. We have considered landowner issues as well as cost in the design. This design has been months in the making and a lot of thought and different proposals have been considered before arriving at this design. The armco is angled at a rake of 600-1000mm from a 90deg angle to deflect vehicles striking the barrier, reducing the risk of a ramp effect. Some concerns over the barrier being a trip hazard, until we trial we do not know but having considered the design we do not believe it will be a trip issue. Suggestions of handrails on top? Let's see how the trials go first before looking at changing the design. Suggestion to have the drawing show that the armco should be inline with the centre of the tyre. All Clubs and Leagues advised, although the drawing will be circulated now we have discussed with you, this is a NASA design that is in trial. **NO VENUE** is permitted to use this drawing to create a barrier without first seeking permission. A deviation form will be required for any venue looking to trial this or a similar solution. The NASA Safety Team will complete and supply this deviation form, working with the local safety officer. Scunthorpe is happy to trial as offered, discuss deviation locally first. What about doing the barrier just on the entry as people don't get



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hit on the exit posts? Some occurrences of marshals having near misses on exit posts, normally where the driver has made contact with another vehicle or armco.

Action: Safety Team to consider feedback when reviewing the trials

Action: Any Club looking to use these barriers MUST contact the Safety Team and get a NASA sanctioned deviation form BEFORE starting any construction

(12) Fire Training:

Marshals have advised they are now not doing Fire Training during the race season, instead opting to wait until the proposed Training Days in Oct/Nov. Do Safety Officers want to consider training? Room didn't feel required, however the room also agreed that is because most attending have had fire training whether from their work industry or from inside Autograss already. Previously discussed the banning of lithium batteries? This is with Scrutineers Committee, Safety Team to seek update and feedback.

Action: Safety Team to seek update from Scrutineers Committee regarding lithium batteries

(13) Any Other Business:

a. Safety Officer Communication:

All Safety Officers are reminded they are responsible for communicating any potential issues, improvements or bring up for discussion with your Club Safety Officers where applicable, your membership and your committees to ensure those at work parties / on day fence crews for example are aware of any new rules.

b. Cutting a Driver Out:

Question asked on process of cutting a vehicle if required? You must be able to do properly, we are aware there are a few people within the sport who bring their equipment to meetings as well as assisting, people in the fire service for example. Make sure the car is sufficiently chocked to avoid dropping and cause potential major injuries to the driver. In most cases, if a vehicle needs cutting, the paramedic on site will lead the process, whether the cutting is done by them, a club official or the fire service.

c. Marshalling Breathalysing:

If they need to sign on first, how is the encouraging to get new marshals into the sport? What if they have only had a few the night before but today want to marshal? This is what we're looking to stop, we don't want anyone officiating or driver while under the influence, it's not about putting people off racing or marshalling, only making them think and hopefully stop before getting in a vehicle or officiating and putting themselves in a dangerous position.

d. Breathalysing Age Changes:

Observation that ruling 6.4.6 in the handbook refers to 10-18year inclusive requiring parent/guardian with them and then 6.4.10 refers to those 18 and under zero tolerance, discussion on the fact that once you are 18 you can legally drink and therefore shouldn't be zero tolerance and likewise don't need parent/guardian.

Action: Safety Team to review wording and put a proposed change to the Chairmans Committee with a view to altering the wording of these rules ASAP.

Rule 6.4.6 Licence holders **between the ages of 10 and 18 years inclusive** may be tested for alcohol, in the presence of a parent or guardian, at any time they are present at the venue, be that trackside, in the pits or in recreation and camping areas.

Rule 6.4.10 The test for being over the prescribed limit through alcoholic drink is a positive breath test (i.e. a reading in excess of 9 microgrammes of alcohol per 100 millilitres of breath, or 0.02% Blood Alcohol Content for adults, or any positive result for **minors aged 18 or under**) using a hand-held breathalyser.....



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e. Helmet Removal after Incident:

A driver at one meeting had an accident, got out of the vehicle and threw their helmet on the floor in anger. The helmet was taken by a NASA director with the strap cut, when the driver argued this, the official said it was a rule? Confirmed this is NOT the rule, the helmet may only be confiscated, no person locally or at NASA level is allowed to deface a competitor's helmet in anyway. Discussion held regards how can we stop damaged helmets from being used? Cannot always tell from the outside if there is damaged? What competency do we have to remove the helmet from use at all with the statement of we believe it is damaged? Safety Team to look into this further.

Action: Safety Team to take this subject and associated rules back for further investigation

Clarification: No person may cut the strap of any person's helmet.

Rule 5.2.7 A NASA, league or club official is entitled to confiscate incorrect or damaged helmets.

f. Noise on Track:

Question as to why the GRA-22 lists noise as a hazard but then doesn't say anything about wearing ear defenders? Not required, noise testing has been completed previously at a couple of tracks and while in some cases it may be above the 85dbs at work limit, the majority of the time the exhausts are pointing to the outside and it's often quieter on track than in spectator land. Warren and Jason are both at Sturton this weekend, they will conduct noise testing trials at the meeting and feedback at the next meeting.

Action: Warren and Jason to complete trial and feedback at next meeting

Clarification: Ear defenders are not currently required at any location on site

(14) Confirmation of Next Meeting/s:

The next meeting will be held:

Friday 17th June @ 20.00 on Zoom – Darryl's area

Monday 20th June @ 20.00 on Zoom – Ray's area

Wednesday 22nd June @ 20.00 on Zoom – Warren's area

If you cannot attend the meeting with your assigned Director, please join one of the other meetings.

Jason will send out the links to Safety Officers closer to the time with a reminder.

If anyone has any questions or wants to discuss anything Safety related, please feel free to contact a member of the Safety Team using the below contact details.

SAFETY SECRETARY:	Jason Baker:	Tel: 07375 419106 Email: Jason.Baker@national-autograss.co.uk Post: 19 Acorn Close, Balderton, Newark, Notts, NG24 3AX
DIRECTOR OF SAFETY:	Ray Wyeth:	Tel: 07824 377197 Email: Ray.Wyeth@national-autograss.co.uk
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DIRECTOR OF SAFETY:	Warren Beatty:	Tel: 07833 712908 Email: Warren.Beatty@national-autograss.co.uk

Please send any correspondence to Jason Baker, Safety Secretary using the above contact details.