

SNORE

Safety Management Plan



SNORE Safety Management Plan

Who the SNORE Safety Management Team is:

The SNORE Safety Management Team (SMT) will be appointed SNORE officials positions held for at least ONE season (complete year) these positions include:

- BLM Liaison
- Race Director
- Volunteer Coordinator
- 2 appointed team members.

The SMT will be headed by the SNORE BLM Liaison. This position will be an appointed position, who will be the main point of contact with the BLM throughout the entire process from application to operations plan to race day and post-race wrap up. The appointment will last at least a year, if not longer. The BLM Liaison will be available at all times to relay messages from BLM to the Race Director/SMT members. – The BLM liaison is the person in SNORE that is responsible to correct issues identified by BLM. The duties of BLM Liaison will be the point of contact for the BLM for purposes such as but not limited to: contact for permit, race day and post-race events.

The SMT members will not be competing in SNORE race events. SMT members will go through tortoise training. At least one member will have OSHA safety training. Also the SMT will set up with BLM, tortoise training for all volunteers.

The SMT will oversee SNORE volunteers and make sure all posts are manned before the event starts.

The SMT will also check for compliance with the SNORE Rule Book and Standard Operating Procedures along with BLM stipulations at all SNORE race events.

The SMT will coordinate with private entities and law enforcement agencies to make sure that both parties know what is expected and to fully understand what is needed to follow through on commitments made.

The SMT will meet with the BLM 60 days before the event to coordinate and place race officials and medical teams as needed.

The SMT will do a pre-event sweep of the race course, road crossings, pits, spectator areas event closure locations and checkpoints within the hour prior to the event to confirm that all race officials and course workers are in place and ready to perform

SMT Member and BLM will drive the course together after course marking takes place but prior to the event to ensure the course has been marked correctly compared to the submitted and

SNORE Safety Management Plan

authorized GPS route. The same people (BLM and SMT Member) who drive the course together prior to the event will be responsible to drive the course after the event to check for compliance. The Post race tour with SNORE SMT and BLM will happen the day after the event. The SMT will accompany the BLM on the post-use sweep to address any issues that could arise

The SMT will check the pits for compliance with the SNORE Rule Book and Standard Operating Procedures along with BLM stipulations during the event and report any infractions to the Race Director for penalties to be assessed to violators.

The SMT will have a post-event meeting with the BLM as soon as the event is complete, so any issues will be fresh on the mind. SNORE will also at the post event meeting share the log of infractions/issues with the BLM. The Post event meeting will be scheduled at the conclusion of the pre-race meeting.

The SMT will coordinate with SNORE volunteers on track clean up so it happens within the allowed time frame.

Race Day:

SNORE Officials/ Course Workers will be identified by wearing orange safety vests. They will also have different colored flags (whips) on their vehicles. This will allow BLM to easily identify course workers from a distance. Flag colors will be different for:

- Checkpoints, Road Crossing personnel
- Retrievals
- SNORE Officials and SMT Members
- Media

SMT will advise the BLM in the Race Operations Plans which colors will be used to identify each group.

Their vehicles will also be identified with a lime green Official Pass' indicating who they are as well.

The Race Director, Safety Management Team, and SNORE Officials will have the SNORE logo on the sides of their vehicles to help BLM identify SNORE personnel/ Officials compared to SNORE Course Workers.

SNORE volunteers / course workers will be on site at designated positions at least a minimum of one hour prior to the race start time. At that time SNORE will perform a radio check on the

SNORE Safety Management Plan

SNORE Ops frequency 151.625, as well as the SMT frequency which is yet to be determined. The SMT frequency will be used for official issues between SNORE Officials, SMT, and the BLM.

A pre-race briefing with a representative from SNORE, the SMT, Medical and BLM shall take place within the 24 hours prior to the event. The exact timing and location of this meeting will be established during the pre-race meeting 60 days prior to the event.

SNORE BLM Liaison will accompany and/or be available to the BLM recreation planner assigned to the race as the sole liaison between SNORE and the BLM for the entirety of each event.

SNORE SMT shall provide a chain of command in the Race Operations Plan who will be available at the main pit area. This chain of command shall be used to report/monitor: fluid containment, pit rule infractions, safety setbacks and observance of all safety rules by all race team members. Any and all infractions will be reported directly to the appropriate chain of command as soon as possible on the SMT frequency. This includes, but is not limited to; the time of infraction, team associated with the infractions and outcome of the incident. A written report of infractions will be delivered to the BLM at the post race meeting. Race teams that break rules will be penalized. The chain of command order will vary from race to race due to Venue and Pit Layout, so this will be included in the Race Operations Plan.

SNORE will require pit passes and crew wristbands to be checked at the access roads leading to pit areas, the general public would not be allowed close proximity to the race track. This will either be a hired security company or race volunteers to work these areas. They will be supplied a race credential packet to ensure there are no misunderstandings of what is required to enter all pits. This credential packet will also be supplied to the BLM.

Main Pits and Outlying Pits will be looked at on an individual race basis and supplied on how they are to be managed in the Race Operations Plan. SNORE wishes to implement Hot Pits, Pit Lanes and Speed Limits to help manage safety during the event. These safety actions will be determined by pit size, venue and location.

There will be only one pit speed 25 MPH, not a sliding scale. There will also be a set penalty for speeding, no matter how big or small the infraction.

No chasing will be allowed at any event.

SNORE retrievals will pick up racers if they can be reached traveling on an existing trail or road to be identified in each event operation plan. If a team cannot be reached by traveling on a BLM approved existing road or trail, the retrieval will not travel to the vehicle. Race teams will be required to have a survival kit on board with food and water.

SNORE Safety Management Plan

Pit Monitors/ Pit Captain will not be pit members for any competing race vehicles during an event. The Pit Monitors/ Captains need to be fully engaged in their duties throughout the race and if they are pitting for a race vehicle they cannot complete their duties expected by SNORE and the BLM.

Spectator Areas

Spectator areas will have a sign at the entrance of each spectator area with the rules and regulations for spectators during an event. Due to the different race venues, SNORE will provide Spectator Area guidelines and responsibilities in the operations plan for monitoring the spectator area. SNORE will provide trash facilities and toilets at each spectator area. The exact details of how many and how they will be managed will be addressed in the Race Operations Plan for the individual races.

Course Marking

The track will be marked by SNORE Officials only. There will no longer be any open course markings for the event.

Road Crossings will be marked consistently the same for each event. They will also be identified in the Race Operations Plan.

Driver's Meeting & Safety Briefings

The Driver's meeting will be mandatory and limited to the Driver of Record, Co Driver and Team Captain. Rules and Regulations, which will also be provided on SNORE's website and delivered in the drivers race packet, will be gone over for the event during this meeting; if a driver/ team are not present they will not be able to start the race. Each driver will have to sign in.

Each team will be required to supply a team captain at registration that will be responsible for their team, ensure all rules and regulations are followed and sign a statement that he or she has read and understands said rules, regulations, stipulations, etc.

The media meeting will be held the Friday before the event and will inform the media of the rules and conditions that they must follow. Media personnel will receive a map with approved routes, which will be identified in each events race operations plan, for use. This meeting will be mandatory and all media will be required to sign a statement acknowledging the rules for the event prior to receiving their credentials. Any media found in violation of the rules and conditions, which will be available on SNORE's website, will not be allowed at the next race.

SNORE Safety Management Plan

Any media found to violate the rules more than 2 times will be banned from SNORE for a ONE year period.

The SMT will provide the volunteers written rules and procedures via E-mail 2 weeks prior to the event for review. The SMT and Volunteers meeting will take place the Friday before the event, to go over rules and procedures of the event. This meeting will be mandatory and the Safety Plan and Race Stipulation will be gone over at this time to ensure ALL Volunteers are aware of their expectations and duties.

Helicopter Traffic

Team helicopters will need to register with SNORE for the event, so we can have information on their Helicopter and identify them by their tail number and who is associated with each team.

All Helicopter whether associated with a team or media is required to follow the same rules and regulations as team members. Pilots and team leaders must sign a statement acknowledging the rules prior to receiving their credentials. No landing of helicopters unless approved by the FAA and BLM can occur at the event area and must be done in the approved landing area. This area will be identified in the Race Operations Plan. Any team associated with a helicopter that lands without permission will be disqualified.

Flags

A black flag will be displayed at the start line to a participant that is in violation of the event or class rules. The driver must stop and see what needs to be fixed on the vehicle or what rule has been violated. If it is a class violation and is fixed, the vehicle can continue in the event. If it is an event regulation the vehicle will be parked for the remainder of the event and disqualified on site.

A red flag will be displayed in the event of a severe accident that occurs on the track where vehicles cannot safely go around and participants need emergency assistance. The event will be stopped at that location and time of the event will stop. After the injured are transported, the event will continue and time will resume. Officials on site will monitor the time.

A Yellow flags will be used in an area where there is a vehicle stopped near the course where race vehicles will need to slow down and be cautious of what is ahead of them on the course.

Resource Protection Measures

SNORE will mark a track that stays as much as possible out of sensitive silty areas. SNORE is looking to use areas south of Las Vegas that have sandy soil or decomposed granite. SNORE will also start installing a gate-type system that will have a gap as wide as the track and placed at

SNORE Safety Management Plan

areas on the track that could be used for course cutting and help prevent course degradation. Vehicles will be required to pass through the gates to keep the course from becoming wider. At these locations SNORE will use game cameras (or something similar) on the outside of the gates to capture images of anyone cutting the course. SNORE will make a statement in the rules and regulation to the racers that they may be held liable to pay for land restoration and/ or be DQ'd from the race or the next event. If a racer is found to have TWO infractions in the same year, they will not be allowed to race for a year from the last infraction.

Time Limits for Events

SNORE understands that some event time limits can be very demanding on volunteers and may cause them to fatigue and not function 100%. SNORE will address the work/rest ratios for volunteers, and have some type of relief for course workers who get tired and may need to take breaks for meals. SMT member will rove the course and check on the volunteers/course workers to make sure they are still effective course workers.

If a course worker is to be found intoxicated, they will be asked to leave and not be welcomed back to volunteer to work an event.

SNORE will have a reserve list of stand by volunteers for those situations where a volunteer needs to leave or does not show up to the event. These individuals will have all the resources to complete and fill any position that needs to be done. These individuals will be on site ready for any situation that may arise.

Course Workers

Course workers will have a training class with one of the SMT members on rules and regulations of the event, BLM stipulations and safety. Each course worker will receive a Course Worker Manual that will have a list of rules and BLM stipulations.

Course workers will have a 2-way radio to report any issues or ask for relief.

Course workers will check in with race relay at the start of the race and at the end.

If the course workers have an infraction to report, it will be to the appropriate chain of command listed in the race operations plan. The infraction and penalty will be assessed per incident and a log will be kept in the timing trailer of every incident. Course worker will not report directly to the race director, they will refer to the chain of command that will be listed in there course worker packet.

Course workers that have been drinking alcohol during the event will be immediately replaced and not allowed to work any other SNORE events.

SNORE Safety Management Plan

For safety, course workers will only be positioned at accessible locations.

Course workers will be a minimum of 30 FT from the track in non-speed locations.

Speed Limits

SNORE will use a radar gun operator to monitor speed in pit speed limit locations. We have found that stopping at the start of a pit and taking off again at race speed causes resource damage. So where there is a speed limit in the pit, there will be a stop check entering the pit and a 25 mph speed limit enforced throughout the remainder of the pit. Race speed will be resumed at the end of the pits in an appropriate and safe area. These pits and speed limits will be addressed in individual Race Operation Plans.

At paved public road crossings, all vehicles will stop before the road as required by Nevada Highway patrol and there is a 25 MPH speed limit in that road crossing zone.

Operations Plan

SNORE will provide the BLM with individual Race Operation Plans which will include the following items:

- Race Overview
- Schedule of Events
- State time and Closing time of event
- Course Marking
- Time Trials
- Course Recon (if necessary)
- Drivers Meeting
- Speed Limit
- Pits/ Pit Management
- Checkpoints
- Retrieval/access/maps
- Road Crossings
- Guards
- Media Management/access/maps
- Helicopters
- Enforcement of Pre Running and Testing
- Radio Communications
- Spectators/Spectator Area Management/ Security
- Sanitation
- Fuel Containment
- Emergency Safety Plan
- Medical Plan
- Map of Time Trial Course
- Map of Race Course- including pit areas & Spectator Areas
- A map of Official & security locations
- List of Chain of Command and List of Officials with contact information
- Temporary Area Closure Management
- Gate & Cone Placement for course widening prevention
- Course Cutting
- Compliance with Biological Opinion
- Coordination with Outside Entities