

Rules and procedures concerning Volunteers and Officials

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INTRODUCTION

Premice

This appendix has its roots in the FIA Appendix V. Due to this a number of elements may appear to be unnecessary for the sport at this stage, however they are being retained for use in the future and simplicity of updating as the FIA updates their main Appendix V.

Also bearing in mind that the FIA structure has been defined over time, some things shall be taken for granted at FIA level and not contained in this document. If, and as these arise the Officials Commission shall add these clarifications to this document and seek approval from the MMF Administrative Council.

SUPPLEMENT

Regulations of the FIA annual awards for Volunteers and Officials

NB: for the sake of brevity, the masculine pronoun is used to represent a person of either gender.

Objectives

The aim of this Appendix is to bring together, in a single document, everything pertaining to the role of Volunteers and Officials in motor sport. There are four main reasons behind this:

- To make it easier for each ASN to manage its Volunteers and Officials.
- To harmonise the rules at the national and international levels, in order to augment the actions of the Volunteers and Officials and to facilitate possible missions abroad.
- To clarify, for the Volunteers and Officials, their rights, obligations and mission.
- To give the Volunteers and Officials the recognition they deserve within the rules governing motor sport by providing them with their own dedicated Appendix to the International Sporting Code. Without their dedication, motor sport simply could not exist.

Term “Volunteers and Officials”

The term “Volunteers and Officials” was selected as the name for the MMF Commission dealing with this aspect of motor sport: the MMF Volunteers and Officials Commission.

The emphasis is placed on the term “Volunteers”, in order to highlight the fact that the vast majority of Officials are unpaid Volunteers and, therefore, people who give up their spare time, often on numerous occasions each year, for the benefit of motor sport. However, for the sake of brevity, only the term “Official” will be used in this Appendix.

Scope

This Appendix comprises a comprehensive range of recommendations for the attention of the ASNs. Certain aspects are specific to the FIA but have exemplary value for those ASNs wishing to take their inspiration from them.

The FIA is fully aware of the discrepancies existing from one ASN to another with regard to the management of Officials. Its challenge – and the challenge of this Appendix – is therefore to harmonise this management as much as possible throughout the entire motor sport community, without adversely affecting or restricting the scope of operations of those ASNs that are the most developed in this domain.

The FIA actively encourages exchanges among ASNs, in order to allow those ASNs that have not yet properly developed the way they manage their Officials to benefit from sharing the knowledge of those that have greater experience in the matter. In the event that there is any conflict between this Appendix and the provisions of the International

Sporting Code, the International Sporting Code shall prevail.

Licensing Objectives

Establishing a licence system is essential for three reasons:

- a) Each Official must be able to clearly visualise the route that will enable him to progress in his motor sport career and move up the Officials’ ladder, from trainee to senior Official, and up to the international level.

b) ~~The organiser of a competition needs to objectively assess the knowledge and experience of each Official, whatever the country in which he acquired them.~~

c) A common system of licences will facilitate exchanges and the sharing of Officials between different countries.

National and international

A coherent and solid system of international licences for Officials should be based on a similar system at the national level.

It is therefore desirable that each ASN establishes a system of national licences for Officials in conformity with the criteria described in this Appendix.

For those ASNs that already have their own system of national licences, it will be a matter of identifying equivalences so they can progressively adopt a system common to the entire motor sport community.

ARTICLE 1

LICENCES FOR OFFICIALS

1.1 Grades of licence issued by the ASNs – recommended by the FIA

The FIA strongly encourages ASNs, where possible, to use the following template and the definitions included in Article 3:

Grade of Licence	Issued by	For whom is the licence intended? (*)	Who should request the licence?	Validity of the licence
A	ASN	Officials designated by their ASN and currently holding, or having held in the previous year, a B Licence	ASN	International Competitions – except for positions requiring an FIA International Licence (see Art. 1.2)
B	ASN	Officials designated by their ASN and currently holding, or having held in the previous year, a C Licence	ASN	National Competitions (+ International Competitions under supervision)
C	ASN	Officials designated by their ASN and currently holding, or having held in the previous year, a Trainee Licence	ASN	Local Competitions (+ National Competitions under supervision)
Trainee	ASN	Candidate corresponding to the requirements for becoming a Trainee	ASN	Local (+ possibly National) Competitions under supervision

(*) Provided that requirements ~~similar to those~~ described in Article 1.3 have been fulfilled. ~~and that the candidate has officiated at least once during the current or previous year at the level of competition and for the role corresponding to the Official's current licence.~~ Starting from trainee level, the grades of licence (C, B, A) may be issued for any of the roles listed in Article 3 however shall not apply for Secretary of the Event, Scrutineer, , Timekeeper, Delegates In the case of doubt as to whether the C,B, A grading should apply outside of the above the Officials Commission shall provide their views to the MMF Administrative Council.

~~All official levels shall start with a Trainee level, however not all shall have the C, B, A level. The C, B, A shall not apply to the Secretary of the Event, Scrutineer elements~~

It is important for the ASN to identify the minimum age requirements for Officials, considering factors that include the suitability/unsuitability of roles for young Officials and any government legislation that may exist regarding working with young people. The MMF shall operate a minimum age level of 16 years of age (with parental consent) for all on-track roles and a minimum age of 14 (with parental consent) for all non-track based roles.

1.2 Grades of licence issued by the FIA

Grade of Licence	Issued by	For whom is the licence intended? (*)	Who should request the licence?	Validity of the licence
Super Licence	FIA	Officials currently holding an FIA Platinum Licence and having demonstrated the required competencies to upgrade.	FIA	FIA Formula 1 World Championship
Platinum	FIA	Officials designated by their ASN and currently holding, or having held in the previous year, an FIA Gold Licence and having demonstrated the required competencies to upgrade.	ASN	FIA World Championships World Rally Championship World Endurance Championship World Cup for Cross Country Rallies World Rallycross Championship Formula E World Championship
Gold	FIA	Officials designated by their ASN and currently holding, or having held in the previous year, an FIA Silver Licence and having demonstrated the required competencies to upgrade.	ASN	FIA Regional Championships All Formula Championships, All Regional Rally Championships, European Truck Racing Championship, European Hill Climb Championship, European Rallycross Championship, European Autocross Championship, European Drag Racing Championship, Other FIA championships, cups, trophies, masters & series World Touring Car Cup, Lurani Trophy For Formula Junior Cars, Masters Historic Formula One Championship, RGT Cup, Masters Historic Sports Car Championship, International Hill Climb Cup, Hill Climb Masters. . Electric
Silver	FIA	Officials designated by their ASN	ASN	

(*) Provided that the requirements described in Article 1.3 have been fulfilled and that the candidate has officiated at least once during the current or previous year at the level of competition and for the role corresponding to the Official's current licence.

These grades of licence are issued for the following roles (please note that in some disciplines not all of the grades are issued):

- FIA Stewards
- FIA Race Directors
- FIA Delegates (Safety, e Safety, Technical, Medical, Media, Sporting)
- FIA Observers
- FIA Chief Timekeepers
- FIA Circuit Inspectors
- FIA Medical Car Drivers
- FIA Safety Car Drivers

~~For all the other roles of Officials necessary for the smooth running of an FIA competition, the licence (if such system is in place) will be issued by the ASN.~~

~~IMPORTANT: The licence for Officials will be issued by the FIA but only after a similar national licence (Grade A or equivalent) has been issued by the ASN concerned (with the exception of Officials employed by the FIA) and/or after having consulted the parent ASN.~~

~~The ASNs are welcome to put forward to the FIA candidates who correspond to the requirements of the role concerned.~~

~~An accelerated curriculum may be admitted in cases where the candidate can show a satisfactory experience acquired in another context.~~

1.3 General requirements for issuing, renewing and upgrading a licence for Officials

Applying for any type of licence requires a clean police conduct.

Any licence for Officials must be issued for a defined period. The FIA and MMF Licences for Officials is issued yearly and shall expire on 31st December of that same year

~~In order to keep his licence, the Official should have officiated at least once during the current or previous two years at the level of competition and for the role/s corresponding to the grade of his licence.~~

Any official who does not officiate at least once during the previous year at national level of competition will be required to pay licence renewal fee and personal accident insurance fee.

To have his licence renewed or upgraded, the Official should be able to demonstrate a satisfactory record of ~~performance~~ attendance as listed below, which shall be available from the MMF

The role as described in Article 3 should form the subject of both theoretical and practical training, the duration of which will vary according to the complexity of the role concerned

A refresher course will be devised, which must be followed by any Official ~~whose licence has not been renewed for a period of two years.~~

A refresher course will also be provided if major changes are made to the regulations.

~~The MMF shall provide the above mentioned courses which may at its discretion include an exam / certification.~~

~~The MMF will request officials to attend compulsory courses during which exams will also be held if deemed necessary. Failure to attend the course or pass exam will result in revocation of licence.~~

In case of Scrutineer, licence upgrade from trainee requires a letter of recommendation from a the MMF Technical Commission or International ASN / Technical Commision.

In case of Secretary of Event and Timekeeper licence upgrade from trainee requires a letter of recommendation from a licensed official to whom these roles report.

In case of Race Director, Clerk of the Course and Steward the following requirements will apply for **renewal** of licence:

Licence C:

One event in two years and obligatory refreshers course.

Licence B:

One event in two years and obligatory refreshers course.

Licence A:

One international event in two years with positive review plus an obligatory refreshers course. In case of a negative review/ASN Report the ASN together with the officials commission will take the necessary action.

In case of Race Director, Clerk of the Course and Steward the following requirements will apply for **upgrading** of licence:

From trainee to Licence C:

4 National events within two years.

Letter of recommendation from a licence B or higher graded official of the same role to be submitted to the ASN and review by the Officials Commission.

From Licence C to Licence B:

6 National events within two years plus an examination with a pass mark of at least 60%.

From Licence B to Licence A:

4 international events within two years.

4 positive letters of recommendation from international higher graded official/s of the same role.

FIA Officials currently holding an FIA International Licence for Officials will not automatically be required to participate in all available training courses (once ready). However, the FIA Officials Licensing Committee (see Article 1.3.1) may require an Official to participate in some of the available courses before renewing his licence.

In the case of applications for the issuance, renewal or upgrade of an FIA International Licence for Stewards only, it is recommended that the Steward has, within the preceding two years, participated in the FIA International Stewards' Programme and/or an FIA Regional Stewards' Training.

In the case of applications for the issuance, renewal or upgrade of an FIA International Super Licence for Stewards only, it is recommended that the Steward has a sufficient command of the spoken English language to carry out their role without the assistance of an interpreter.

The practical aspects relating to the FIA Officials Licensing system that are not described in this Appendix must be validated by the FIA Officials Licensing Committee (see Article 1.3.1).

In case of resignation, the licence card and resignation letter has to be formally presented to the MMF and following resignation the official will not be able to apply or renew any licence for a period of 3 years. In the case resignation is not formally presented the official in question will be banned for life.

In case of a dispute, it is this same Committee that will study the case concerned and make a decision.

1.3.1 MMF Officials Licensing Committee

The MMF Officials Licensing Committee comprises the following three Members:

- The President (or Vice-President) of the Volunteers and Officials Commission;
- The President (or Vice-President) of the MMF Administrative Council;
- and
- another member designated by the President of the MMF.

The MMF Officials Licensing Committee shall take its decisions by the majority vote of its members.

Its role will be to:

- consider applications from new MMF Officials according to their curriculum vitae and their participation in the training programme described in Article 1.3 as soon as it is launched;
- validate the practical aspects relating to the system of MMF licences;
- solve any issue or problem relating to the MMF Officials Licensing system;
- submit to the Volunteers and Officials Commission any suggestions for improving the system.

1.4 Officials Licences

Any person officiating at an event should hold a licence issued by the host ASN or the FIA. In addition, Officials from outside the organising ASN's jurisdiction may be accepted for particular roles at the event at the sole discretion of the organising / hostASN, provided the visiting official's ASN provides evidence of the competency of that individual. An Official shall only hold an Official's licence from one ASN at any one time.

ARTICLE 2

RIGHTS AND RESPONSIBILITIES OF OFFICIALS

2.1 General

It is the responsibility of each ASN to ensure that it complies with all civil and legislative requirements in their country that relate to Volunteers and Officials.

2.1.1 Code of Ethics

All Officials appointed by the FIA / MMF within its championships must respect the provisions of the FIA / MMF Code of Ethics (<http://www.fia.com/about-fia/governance/ethics-committee> and link to MMF).

2.2 Rights

The rights of Officials may typically include:

- knowing to whom they report and how to contact them;
- being provided with an adequate induction to the ASN and its activities
- understanding the role(s) and expectations;
- being allocated a task that suits their skills, experience and qualifications;
- being trained or given advice on how to conduct their tasks;
- being provided with adequate guidance and supervision;
- being provided with protection, safety and insurance when carrying out their roles;
- having their concerns and complaints heard;
- being recognised for contributing their time, experience, ideas and skills.

2.2.1 Travel Insurance for FIA / MMF Officials

The FIA / MMF Travel insurance covers Officials nominated by the FIA / MMF from the moment they leave their home to take part in a mission for the FIA / MMF and ends the moment they arrive back home. Details of the coverage and types of risks insured are given to the FIA / MMF Officials and an emergency number is available 24/7 worldwide.

2.3 Responsibilities

The responsibilities of Officials may typically include:

- understanding and agreeing with the responsibilities of the role to which they have been appointed;
 - being prepared to commit the time necessary to take on an Official position;
 - working within the policies and rules of the ASN and/or the organiser;
 - being reliable and dependable;
 - attending briefings and training sessions;
 - following instructions given;
 - being a team player and being considerate about the views of other Officials;
 - being accountable and accepting constructive criticism;
- and
- abiding by relevant policies, regulations and rules.

ARTICLE 3

DEFINITIONS/ROLES AND RESPONSIBILITIES

Not all of the roles described below need to be filled for each individual competition. ASNs may specify the particular Officials who are required for each competition in accordance with the International Sporting Code.

For the purpose of harmonisation, each ASN is strongly encouraged to use this terminology (or a faithful translation) and these definitions for its own Officials.

3.1 Event/Competition Command and Control

3.1.1 Steward

Definition/Role

The Stewards are in charge of enforcing the regulations during a Competition.

The Stewards have supreme authority over the competition, as well as authority for the enforcement of the Code and national and Supplementary Regulations and Official Programmes. They may settle any matter that might arise during an event, subject to the right of appeal provided for in the Code.

Responsibilities

Please refer to the International Sporting Code – Article 11.8 and 11.9

3.1.2 Race Director (Circuit Races only)

Definition/Role

The Race Director has overriding authority to control the practice and the race itself. He works closely with the Clerk of the Course (who can give the relevant orders only with the express agreement of the Race Director) and the Stewards.

Responsibilities

Please refer to the International Sporting Code – Article. 11.10.

3.1.3 Clerk of the Course

Definition/Role

The Clerk of the Course is responsible for conducting the event in accordance with the applicable regulations and should remain in permanent communication with the Race Director, if any.

Responsibilities

Please refer to the International Sporting Code – Article. 11.11.

3.1.4 Chief Safety Officer (Rallies)

Definition/Role

The Chief Safety Officer is responsible for all aspects of safety on the special stages, producing a safety manual and ensuring that it is adhered to during the competition.

The Chief Safety Officer ensures the development of the event safety plan prior to the event and also that the event is run in accordance with that plan. He will report directly to the Clerk of the Course and will work with the Chief Medical Officer, the Chief Marshal and the Chief Rescue Officer.

Responsibilities

To maintain overall control of safety and communications at the event.

To liaise with all relevant public safety organizations

To monitor the operation of the Event Safety Plan throughout the event, in order to make future recommendations regarding its formulation.

To ensure sufficient viewing areas are available for the anticipated number of spectators.

To ensure that relevant details from the Event Safety Plan are distributed to the appropriate personnel prior to the event.

On the day of the event, to check the correct position of all safety vehicles and personnel (and if necessary work closely with the Clerk of the Course to make any changes).

3.1.5 Chief Medical Officer

Definition/Role

A doctor of medicine, the Chief Medical Officer is responsible for the organisation of the medical service connected with all activities generated by a competition organised by the FIA or by an ASN.

He is approved by his ASN. For FIA world championships, he must also be approved by the FIA.

The Chief Medical Officer has overall control of the provision of medical services at motor sport events, liaising directly with the Race Director/Clerk of the Course as appropriate.

Responsibilities

To manage the organisation and administration of the medical services at events, which includes the recruitment of appropriately trained and qualified medical personnel.

To plan and coordinate the medical teams for events, supervise their on-event deployment and take responsibility for medical decision making at the highest level.

For further details see the FIA International Sporting Code, Appendix H, from Article 2.7.2.1 to 2.7.2.2 and Supplement 2.

3.1.6 Chief of Radio Communications

Definition/Role

The Chief of Radio Communications manages all event communication requirements. He must ensure that an appropriate communication system is set up and operates properly, so that communications between Race or Rally Control and the responsible Marshal are assured.

The Chief of Radio Communications manages the planning and operation of the event radio and communications networks, ensuring that there is a free flow and constant exchange of information between the various motor sport Officials and particularly that any response to a safety-related incident is properly coordinated with the Chief Medical Officer and Chief Rescue Officer.

Responsibilities

To have a thorough understanding of the event organisation and the area in which the event is taking place, in order to establish an effective communication network prior to the event.

To ensure that contingencies are in place to cover potential loss of the primary communication system.

To manage a timed event log so that observations can be consulted during and after the event and organise the collection of any written reports.

To ensure compliance with any legislation concerning the use of radio communications equipment.

3.1.7 Secretary of the Event

Definition/Role

The Secretary of the Event is responsible for the coordination of an event's administrative activities, during the planning, delivery and closure of a sporting meeting. The main purpose of the role is to support the Clerk of the Course by producing documentation for an event, communicating it with the FIA, and with key functional areas of the event organizing team.

The Secretary of the Event ensures the preparation, submission, circulation and distribution of all Official documentation relating to the event. The Secretary of the Event liaises with all the stakeholders of the event, working closely with the Clerk of the Course.

Responsibilities

To work closely with the Clerk of the Course and Timekeepers regarding notices, bulletins, lodging of protests and appeals and maintaining the Official "Notice Board".

To furnish the appointed Steward with all appropriate event paperwork, competitor licences, permits, fees.

To receive competitor entries for the event and ensuring that all entry forms have been properly completed.

To be responsible for compiling, keeping up to date and maintaining an event dossier, which contains the administrative data pertaining to the event.

When an event is concluded, to be responsible for sending all the relevant documentation to the ASN / FIA.

3.1.8 Sector Marshal / Stage Commander

Definition/Role

The Post/Sector Chief/Marshal manages and controls sections of the circuit and special stage at all times, including critically during racing incidents, ensuring officials remain diligent to assigned duties in a safe environment.

The Post/Sector Chief reports to the Chief Marshal before the race but could report to clerk of the course during the Race.

The Post/Sector Chief also coordinates track or stage clearance operations in the assigned sector along with personnel from other teams that may be involved in the management of an incident.

The Post/Sector Chief/Marshal manages the competition area (Stage Commander) or assigned sector (Sector Marshal) at all times, by ensuring the diligence, discipline, health, safety and well-being of all Volunteer Officials, competitors and spectators.

Responsibilities

To provide effective briefings to all area/sector personnel.

To manage all available equipment and human resources in the area/sector.

In the event of an incident, to keep Event Control informed whilst observing and managing the safe co-ordination of Officials

3.1.9 COVID Officer

Definition/Role

The COVID Officer conducts pre- and on- event risk assessment and ensures compliance of the delivery of the event with the applicable national and ASN COVID-19 guidelines.

Responsibilities

To liaise with local/national health authorities as required.

To ensure all sanitary measures are implemented and adhered to during the event.

To report to the stewards any individual who refuses to comply with the COVID-19 Code.

To act as a point of clarification for all questions/matters/issues arising from compliance with the COVID-19 Code.

To report to the stewards all breaches as necessary.

To recommend amendments to Appendix S.

3.1.10 Chief E-safety Specialist

Definition/Role

The Chief E-safety Specialist is a qualified electrical and/or electrical engineering/High-Voltage Safety specialist with motor sport knowledge, who assumes technical and supervisory roles for all matters regarding e-safety during e-series competitions.

He has authority over all e-safety delegates across FIA championships and can support decision-making in critical situations. He has a managerial role of the network of e- safety delegates and is responsible for all FIA procedures and briefings.

Responsibilities

To possess and apply knowledge relating to all e-safety matters.

To select, appoint and manage the FIA e- safety delegates.

To endorse technical and supervisory roles for electrotechnical work during a competition.

To control and supervise hazard analysis and work processes.

To support the creation, update and

3.2 Event/Competition Management

3.2.1 Chief Marshal

Definition/Role

The Chief Marshal is the most senior Marshal present at an event. He reports, or answers, directly to the Clerk of the Course on all Marshalling matters before, during and after the event. He will have appropriate and relevant experience in all Marshalling roles for the specific type of event to which he is appointed.

The Chief Marshal manages the securing, allocation and deployment of all Marshals at the event in compliance with the regulatory requirements, in order to maintain the required level of safety cover.

Responsibilities

To liaise directly with the Clerk of the Course regarding all marshalling matters.

To act as the main point of contact for the Chiefs of all other delegated specialist marshalling teams and brief all Marshals as to their duties, roles and responsibilities before and during the event.

To ensure the safety and welfare of themselves and their fellow Marshals at all times.

To arrange the provision of the required equipment at each post or control.

To keep Event Control fully informed of all sporting- and safety- related incidents that might occur in areas covered by any of their Marshalling teams.

To complete or verify assessments on individual Marshal competence where required.

3.2.2 Chief Paddock Marshal

Definition/Role

The Chief Paddock Marshal oversees the operation of the paddock area to ensure that a safe environment is established and maintained throughout the event, in particular the movement of vehicles within the paddock and assembly area.

He is responsible for the correct starting order for competition vehicles in the assembly area and their safe and timely departure to the start line.

Responsibilities

To oversee safety of the paddock marshals, other officials, competitors and event personnel at all times.

To monitor competitor activities and report any relevant infringements to the Clerk of the Course.

Be responsible for the correct starting order for competition vehicles in the assembly area and their safe and timely departure to the start line.

To ensure unauthorised personnel are prevented from accessing the paddock.

To wear appropriate personal protection clothing.

3.2.3 Chief Starter

Definition/Role

The Chief Starter conducts start and finish procedures for each competition in accordance with regulations. He communicates with the driver of a competing vehicle, by means of appropriate coloured flags and/or equivalent electronic devices.

Responsibilities

To be in communication with Race Control at all times.

To implement the correct Start/Finish procedures through the display of light panels and/or displaying the chequered flag, at the control line if in a different location.

To communicate Race Control instructions to competitors by the display of flags and boards.

To monitor the race and continuously identify competitor positions, including the leader, and monitor the number of laps remaining.

To wear appropriate personal protection clothing.

3.2.4 Post Chief

Definition/Role

The Post Chief reports to the Clerk of the Course for managing the team of marshals within a designated part of the competition route, and for performing defined safety operations in accordance with established procedures.

Responsibilities

To ensure own safety and oversee the team's personal safety and welfare at all times.

To ensure the post is fully operational in accordance with the event timetable.

To ensure the post has all the necessary equipment and supplies prior to competition.

To oversee the fulfilment of the roles of track marshals during the event.

To manage all activities within their area of operation.

To ensure the post has working communication links with race control.

To ensure appropriate and safe placement of personnel.

To take control of incident management within their area of operation.

To handle reporting and documentation on post.
To monitor driver infringements, track condition and status, and report such incidents to Race Control.
To prevent access of any unauthorised personnel within the post area.
To wear appropriate personal protection clothing.

3.2.5 Track/Road Marshal

Definition/Role

The role of Track Marshals and Road Marshals is to ensure that events can run safely and unimpeded by any obstruction on the track or special stage and that competitors and Officials can participate in the safest possible environment.

The Track Marshal and Road Marshal assists the safe passage of competing vehicles and controls any other individuals in his immediate area of jurisdiction, reporting to a Senior or Chief Marshal.

Responsibilities

To ensure his own safety and the safety of others in his team before, during and after any incident – to advise members of the public and media appropriately where necessary.
To safely remove debris, vehicles and other obstructions caused by incidents or mechanical malfunctions, in order to ensure the safe continuation of activities for other competitors.
To safely reduce and remove the risk of fire from all incidents – using fire-fighting equipment if provided.
After incidents, to assist drivers – once outside their vehicles – to a place of safety.
To request intervention from trained Rescue and Medical personnel if necessary and to assist them as required in their work.
To prevent any unauthorised person encroaching on or entering areas that have been defined as prohibited areas.
To not leave their assigned post unattended.

3.2.5.1 Flag Marshal

Definition/Role

Reporting to a Post Chief, Flag Marshals are assigned to Marshalling posts around the circuit to use appropriate flags to communicate track conditions and race regulations to vehicles on the track. At certain tracks, light signals may be used to supplement the flag signals.

The Flag Marshal instructs, directs or communicates with the driver of a competing vehicle, by means of appropriate coloured flags (and/or equivalent electronic devices).

Responsibilities

To ensure the safety of themselves and fellow Marshals at all times.
To have a clear understanding of the rules and regulations relating to the role.
To react in a timely manner to track incidents and conditions with the appropriate signal.
To react in a timely manner to directions from the Post Chief.

3.2.5.2 Paddock Marshal

Definition/Role

The Paddock Marshal will report to the Chief Marshal or Chief in charge of the paddock and is positioned around the paddock and grid assembly areas at circuits.

The Paddock Marshal assists with the safe movement and organisation of vehicles within the paddock and assembly areas, in particular, immediately before and after each race or practice session.

Responsibilities

To maintain Paddock and Assembly area safety and discipline at all times.
To ensure that vehicles are called and are present at the appropriate times for each race or practice session.
To obtain all the necessary information to perform the role, including the order of track activities for the races that they will be dealing with.
To ensure the safety of themselves and their fellow Marshals at all times.

3.2.5.3 Grid Marshal

Definition/Role

The Grid Marshal will report to Race Control or the Starter or Post Chief as the case may be. The number of Grid Marshals and their location will be dictated by the number of vehicles in a particular race.

The Grid Marshal arranges the correct starting order for the vehicles on the grid and their safe departure either by the signal to start the formation lap, the start of race, or by assisting with the removal of vehicles that will not start due to mechanical failure.

Responsibilities

To maintain grid / start line area safety and discipline at all times.

To obtain all the necessary information to perform the role, including the order of track activities and grid sheets for the races with which they will be dealing.

To position the vehicles on the grid in a safe manner and in their allotted position.

To ensure that drivers are aware of where they should stop following a formation lap. If at all possible this should be done from the pit wall.

To assist with the removal from the grid of any vehicle that may present a hazard or obstruction due to mechanical failure.

To ensure the safety of themselves and their fellow Marshals at all times.

3.2.5.4 Pit Lane Marshal

Definition/Role

The Pit Lane Marshal will report to the Chief Marshal or the Chief Pit Lane Marshal and is located at various points along the Pit Lane.

The Pit Lane Marshal ensures as far as possible that drivers have a safe passageway through the Pit Lane, that team members have a safe environment in which to work and that all competitors comply with the regulations pertaining to their actions in the Pit Lane.

Responsibilities

To maintain Pit Lane area safety and discipline at all times.

To obtain all the necessary information to perform the role including specific Pit Lane regulations for that particular race.

To immediately report any infringement of the Regulations by competitors or crew members to Chief Pit Lane Marshal or another nominated Official.

To ensure the safety of themselves and their fellow Marshals at all times.

3.2.5.5 Light Panel Marshal

Definition/Role

The Light Panel Marshal is responsible for communicating messages to drivers, within designated parts of the circuit, by operating digital flags, when required and in accordance with established procedures.

Responsibilities

To ensure own safety and oversee fellow marshals' safety at all times.

To implement understanding of the rules and regulations related to flagging and their correct working position in relation to the preceding and following post.

To react immediately to track incidents and conditions with the appropriate digital light signal.

To react in a timely manner to directions from the Post Chief.

To attend any mandatory briefing regarding light panel operations.

To wear appropriate personal protection clothing.

3.2.5.6 Intervention Marshal

Definition/Role

The Intervention Marshal is responsible for initial intervention in case of an incident, trackside support, which includes keeping the track clear of debris at all times, as well as vehicle recovery assistance, when required, in accordance with the established procedures.

Responsibilities

To ensure own safety and oversee fellow marshals' safety at all times.

To make initial assessment of driver and marshals' safety in case of an incident.

To have a clear understanding about intervention rules and procedures, such as track clearance and debris collection, basic firefighting and vehicle recovery.

To react in a timely manner to instructions and to communicate efficiently by radio or appropriate hand signals.

To wear appropriate personal protection clothing.

3.2.6 Chief Scrutineer

Definition/Role

The Chief Scrutineer examines the competition vehicles and the drivers' personal protective equipment, in order to ensure their conformity with the regulations.

The Chief Scrutineer manages the examination of competition vehicles and competitor personal protective equipment using appropriate and accurate technical equipment to confirm compliance with all technical regulations. Additionally, provides reports and advice on all vehicles involved in accidents, including assessing their suitability to resume competition activity.

Responsibilities

To manage the scrutineering teams' examination of competition vehicles and competitor personal protective equipment before, during and after the event.
To monitor pit lane, garage and / or service park activities as and when required.
To ensure that technical equipment and regulations are accurate and used correctly, as per instructions and compliances notes.
To provide the Stewards / Race Director with a written report on any technical infringements or irregularities.
For further details see the FIA International Sporting Code, Article 11.14.

3.2.7 Scrutineer

Definition/Role

The Scrutineer conducts examination of competition vehicles and/or parts and competitor personal protective equipment, using appropriate technical equipment to establish compliance with applicable technical regulations.

Responsibilities

To have a clear understanding of the relevant technical regulations in order to fairly and competently examine competition vehicles and driver safety apparel.
To have a clear understanding of the safety features/equipment relevant for the vehicles competing.
To monitor technical activities of the team he is assigned to in the pit lane, garage, parc ferme or service park.
To competently operate equipment used in scrutineering, and produce accurate reports.
To report any technical or safety concerns to the Chief Scrutineer

3.2.8 Chief Timekeeper

Definition/Role

The Chief Timekeeper manages the timing system, processes and records, operating the technological devices at their disposal for all competitors within the event.

The Chief Timekeeper manages and oversees the timing and scoring team for a competition by using appropriate timing equipment and instruments which are compliant with the event regulations to ensure the calculation and production of accurate and credible results.

Responsibilities

To ensure that contingencies are in place to cover the potential loss of the primary timekeeping system.
To liaise with the Clerk of the Course and the Secretary of the Event on any changes to the programme or Competitor lists.
To prepare and approve grids / start lists based on event regulations.
To implement the decisions of the Clerk of the Course and the Stewards, where these are relevant to the results.

For further details see the FIA International Sporting Code, Article 11.13.

3.2.9 Timekeeper

Definition/Role

The Timekeeper operates and ensures the accurate functioning of the appropriate timing hardware and software that are in compliance with the event regulations. He conducts calculations and timely production of accurate and credible results.

Responsibilities

To operate appropriate timing equipment while working as part of the timing or lap charting team for a competition.
To liaise with the Chief Timekeeper and report any inconsistencies or issues.
To produce grid/start lists and results based on the event regulations for the Chief Timekeeper's approval.
To only convey timing/results to the Chief Timekeeper.

3.3 Emergency Management

3.3.1 Emergency Coordinator

Definition/Role

The Emergency Coordinator facilitates liaison and co-operation between Event HQ/Command/Race or Rally Control and external emergency services in case of a critical incident, injury to a member of the public, or large-scale emergency. He coordinates the overall and formal response to incidents.

Responsibilities

To liaise with the relevant external emergency services and coordinate overall response, along with the event's planned emergency intervention, which is activated in case of major and/or critical incidents.
To oversee the actions of the marshals at a critical incident scene to prevent unauthorised interference and protect evidence for FIA/ASN and local authorities' investigation.

If necessary, to arrange impounding of vehicles involved in an incident, along with personal safety equipment of the affected individuals.

To identify, document and liaise with relevant witnesses who may be further required for any investigation.

To assist the stewards and if necessary, local authorities with information and evidence collection.

To collate and complete full incident report using the evidence and data available.

To give any further support as may be required until the incident investigation is completed.

3.3.2 Fire Marshal

Definition/Role

The Fire Marshal is a Marshal trained to fight fires at all events on roads and on racetracks under the orders of the Race or Rally Control.

The Fire Marshal's role is to prevent fires and remove fire hazards by eliminating all possible means of starting and propagating a fire, and by fighting fires if they do break out, in order to ensure the safety of the competitors and any other people on the site, and rescuing them if necessary.

Responsibilities

To regularly attend fire training.

To have a good knowledge and understanding of the safety rules, intervention techniques and types of firefighting assets available at the event.

To request the intervention of professional firefighters if required.

3.3.3 Rescue Chief

Definition/Role

The Rescue Chief is trained to intervene under the orders of Race Control or Rally Control in case of accidents on roads and on racetracks in which cars are involved.

The Rescue Chief supervises the safe accessing and/or extrication of competitors involved in incidents, either directly, or through delegation to the leaders of individual rescue teams.

Responsibilities

To attend regular training and refresher courses in accordance with ASN/FIA requirements.

To have a good knowledge and understanding of the safety rules, intervention techniques and types of rescue / extrication equipment available.

To report to the event control on the progress/outcome of the intervention.

To request the assistance of external emergency services if required.

3.3.4 Recovery Chief

Definition/Role

The Recovery Chief is responsible for the recovery of any type of vehicle from the road or racetrack.

The Recovery Chief manages and directs recovery operations at the scene of an incident (in cooperation with the Rescue Chief where appropriate) to ensure safe and controlled recovery of damaged or broken-down vehicles using appropriate technical equipment and in compliance with recovery plans developed for the competition.

Responsibilities

To attend regular training and refresher courses in accordance with ASN /FIA requirements.

To have a good knowledge and understanding of the safety rules, recovery techniques and types of recovery equipment available.

To report to Event Control on the progress/outcome of the recovery.

To have an awareness of the type of competing vehicle present at the event and the appropriate techniques to be employed in its recovery, including an awareness of the environment and surroundings in which the event is operating.

3.3.5 Vehicle Recovery Marshal

Definition/Role

The Vehicle Recovery Marshal conducts competition vehicle recovery operations to ensure safe and controlled recovery of damaged or broken-down vehicles using appropriate technical equipment, in compliance with recovery plans developed for the competition.

Responsibilities

To ensure personal safety and oversee the safety of the marshals at all times.

To have good knowledge and understanding of the safety rules and recovery techniques for different types of competition vehicles.

To have practical experience of operating different types of recovery and lifting equipment.

To follow the instructions of the Chief of vehicle recovery and perform the assigned tasks using available technical and human resources on location.

To have an awareness of the environment and surroundings in which the recovery is conducted.

To wear appropriate personal protection clothing.

3.3.6 Extrication Team

Definition/Role

The members of the Extrication Team conduct extrications of drivers involved in incidents from their vehicles.

Responsibilities

To take part in any mandatory training in order to build and maintain practical extrication skills.

To build and maintain knowledge of handling relevant tools and equipment.

To build competence working as a team and achieve appropriate extrication targets.

To be aware of the surroundings when arriving on scene to perform extrication duties.

To mitigate and manage hazards while at an incident scene.

To perform extrication in organised manner.

To perform extrication in a manner where risk of any further injury to competitors is minimised.

To maintain awareness during the entire process of casualty's stabilisation, removal from the vehicle and transportation to a medical facility.

To wear appropriate personal protection clothing.

3.3.7 MIV Driver

Definition/Role

The MIV Driver ensures that the intervention vehicle arrives on scene promptly, safely and rapidly, once it has been dispatched by Race/Rally Control, along with its safe placement on site for the crew to provide specialised intervention that may be required.

Responsibilities

To be on standby/alert at a predetermined location of the track/route.

To be fully aware of race/rally activities and prepared to enter the track/route immediately, when deployed by Race/Rally Control via the Clerk of the Course.

To transport the medical personnel on board to an incident in the safest, fastest manner driving within his capabilities and those of the vehicle.

To assist with the provision of a safe working environment for medical personnel, marshals, other officials and competitors at the scene, while responding to an incident.

To wear appropriate personal protection clothing.

3.3.8 Safety Car Driver

Definition/Role

The Safety Car Driver operates the safety car, dispatched by the Race Director or Clerk of the Course, to neutralise a race, start a race in exceptional conditions, pace a rolling start or resume a suspended race.

Responsibilities

To be on standby/alert at a predetermined location.

To be fully aware of race activities, and prepared to enter the track immediately, when deployed by Race Control driving within his capabilities and that of the vehicle.

To lead competition vehicles at a speed agreed with the Race Director if appointed, or the Clerk of the Course.

To wear appropriate personal protection clothing.

3.3.9 Safety Car Communicator

Definition/Role

The Safety Car Communicator is responsible for radio communication with Race Control. He communicates with competitors through light signaling when the Safety Car is dispatched to neutralise a race, start a race in exceptional conditions, pace a rolling start or resume a suspended race.

Responsibilities

To be fully aware of race activities and anticipate Safety Car deployment by Race Control.

To perform all communications from the Safety Car to/from Race Control and instruct the Safety Car driver accordingly.

To observe and communicate the track condition and status to Race Control during Safety Car deployment.

To assist with the identification of the leader and other cars during a Safety Car deployment.

To operate the car's signalling lights and give signals, where required.

To wear appropriate personal protection clothing.

3.4 FIA Delegates

3.4.1 Sporting Delegate

Definition/Role

The Sporting Delegate is appointed by the FIA and shall be responsible for the global coordination between the ASN, Organiser and the Promoter for FIA Championships and Series.

The Sporting Delegate is appointed by the FIA and shall be responsible for the global coordination between the ASN, Organiser and the Promoter for FIA Championships and Series.

Responsibilities

To manage the global coordination of ASNs, Organisers and Promoters of FIA Championships or Series ensuring that they are provided with full information on their duties and the tools to perform their missions, and that their assignments are accomplished in accordance with the Regulations.

3.4.2 Safety Delegate

Definition/Role

The Safety Delegate is designated to help the safety Officials of the competition to perform their duties, to ensure, within their fields of competence, that all the safety regulations governing the FIA Championship are respected, to make any comments they judge necessary, and to draw up any necessary reports concerning the event. In Rallies, he has the power to delay the start of a special stage by a maximum of 30 minutes.

The role of the Safety Delegate is to review and validate the Event Safety Plan prior to the event and its implementation during the event, and to supervise the work of the Chief Safety Officer throughout.

Responsibilities

To attend safety planning and evaluation meetings in relation to the event.

To monitor the safety of the public and media areas.

To coordinate between FIA and ASN any administrative items regarding safety.

To evaluate and report on any safety-related incident at the event.

3.4.3 Medical Delegate

Definition/Role

The Medical Delegate supervises the medical services of a competition. He makes sure that the medical service on site corresponds to the rules and he makes suggestions for the improvement of the medical services for future competitions.

The role of the Medical Delegate is to review and validate the level of preparedness and the provision of medical services at the event, and to supervise the work of the Chief Medical Officer throughout.

Responsibilities

To familiarize themselves with all the documents connected with the medical preparation for an event.

If needed or required by regulation, to make a preliminary inspection of the medical facilities available to the event.

To be present on site throughout the event, working with the Chief Medical Officer but never replacing him.

Please refer also to Appendix H to the International Sporting Code – Supplement 8.

3.4.4 Technical Delegate

Definition/Role

The Technical Delegate is responsible for all technical matters, including scrutineering.

The FIA Technical Delegate manages the examination of competition vehicles and competitor personal protective equipment using appropriate and accurate technical equipment to confirm compliance with all technical regulations. Additionally, he provides reports and advice on all vehicles involved in accidents, including assessing their suitability to resume competition activity. The FIA Technical Delegate will have full authority over the national scrutineers.

Responsibilities

To be responsible for all technical matters, including scrutineering.

To oversee and coordinate all technical checks carried out by the team of scrutineers nominated for the event.

To liaise with the Chief Scrutineer to guarantee that all technical aspects of the event organization are being fulfilled.

To advise on the correct application and interpretation of FIA technical regulations and /or control procedures.

To propose specific conformity or safety technical checks that may be deemed as relevant.

To liaise with and report to the Clerk of the Course / Race Director and / or the Stewards regarding the findings of the technical or safety checks.

3.4.5 Media Delegate

Definition/Role

Reporting to the Director of Communications, the Media Delegate takes overall responsibility for all media activities and works closely with the Press Officer at an event. He is also responsible for protecting, monitoring and enhancing the image of the FIA, the sport and its events and is the day-to-day link between the FIA, media and event organisers.

The role of the Media Delegate is to manage and monitor all media activity before, during and after the event and to ensure alignment with the FIA's crisis management and communication plan.

Responsibilities

To coordinate and write FIA press releases about the event.

To manage and administer the permanent media credentials.

To work closely with FIA Sport and assist with the updating of regulations governing media requirements.

To manage and monitoring of media interviews with FIA Officials.

To manage the Media Centre and its staff. To produce the post-event report about the media facilities.

3.4.6 E-safety Delegate

Definition/Role

The E-safety Delegate possesses valid electrical or electrical engineering/High- Voltage Safety credentials and motor sport knowledge. He performs electrotechnical supervision and intervention duties during e- series events.

During track activities, he is based alongside the rescue and medical teams to join them in case of track intervention.

Out of track activities, he is the key point of contact for any e-safety matter, delivers e- safety briefings and runs e-safety controls and audits on location.

Responsibilities

To follow the Chief E-safety Specialist's instructions regarding implementation of FIA e-safety regulations.

To apply safety operational measures for all personnel on site during the course of the competition.

To conduct and document hazard analysis. To possess and apply knowledge relating to all relevant e-safety matters.

To deliver e-safety briefings on location.

To liaise with relevant team personnel regarding their vehicle and the precautions they have in place.

During on-track rescue interventions in the presence of a high-voltage risk:

To join the rescue and medical team on track (recommended presence in the medical car).

To wear appropriate personal protection clothing.

To evaluate the condition of competition vehicles at the venue.

To de-energise and confirm the status of competition vehicles.

To secure the workplace of the rescue and medical team.

3.4.7 FIA / MMF Observer

Definition/Role

The FIA / MMF Observer is appointed to oversee FIA / National Championships and Series events and report on compliance with FIA / MMF event organisation criteria. He evaluates candidate events and recommends on their suitability for inclusion in FIA Championships or Series.

Responsibilities

To represent the FIA / MMF in a professional and responsible manner.

To report to the FIA / MMF on all elements of the event in a fair and balanced manner while maintaining confidentiality in communications with any other parties.

To interview all the relevant stakeholders in order to obtain a full understanding of the running of the event.

To collate all the relevant event documentation necessary, complete and submit the report in accordance with the FIA / MMF Observers' guidelines and reporting template.

To consult with the Race Director if appointed, or the Clerk of the Course/Event Director prior to report completion, ensuring common understanding of all items covered.

To provide the event organisers with any relevant advice in order to establish/maintain a programme of continuous improvement.

3.5 Other

3.5.1 Judge of Fact

Definition/Role

In a competition in which a decision has to be made as to whether or not a driver has touched or crossed a given line, or as to any other fact laid down in the Supplementary Regulations or in any applicable regulations for the competition, one or several Judges of Fact shall be approved by the Stewards, upon the proposal of the organiser, to be responsible for one or several of these decisions.

Start line judges and Finish line judges are Judges of Fact.

One or several of the Track Marshals or/and Grid Marshals may be appointed by the Stewards as Judges of Fact.

Judges of Fact are appointed to report directly to the Clerk of the Course on all infringements of the regulations by the drivers, or on any other fact they are assigned to identify.

Responsibilities

To be properly appointed and officially identified (by name or role) with facts to be judged specified, so as to avoid appeals against their decisions.

To position themselves where they are best able to judge the specific facts they are appointed to judge.

To remain available to the Clerk of the Course only, should a review of the judgements made be required.

3.5.2 Observer (Circuit Races only)

Definition/Role

The Observer is responsible for the flow of information from circuit posts to Race Control. He has to ensure that all important occurrences (e.g. incidents during racing and practice, mechanical problems and other safety related issues, spins and the like, driving standards and behaviour) are reported onto the relevant person, usually by radio. Therefore the observer has to cooperate closely with Race Control.

The role of the Observer is to provide a full evaluation report covering all aspects of the event in order to enable the ASN/FIA to take whatever action as it may see fit; he also assists the organiser to develop its event further.

Responsibilities

To collate all the relevant event documentation necessary to complete their report.

To interview all the stakeholders in order to obtain a full understanding of the running of the event.

To complete and submit their report in a timely fashion as required, maintaining confidentiality where appropriate, in order to establish / maintain a programme of continuous improvement.

3.5.3 Competitor Relations Officer

Definition/Role

The Competitor Relations Officer is the link between the management (Race Director, Stewards) and the Competitors. He is in charge of providing the Competitors with relevant information.

The Competitor Relations Officer is the point of liaison between the event management and the competitors, but is independent of both.

Responsibilities

To deal with queries from competitors but not Protests or Appeals.

To communicate relevant information to the competitor in instances where the driver is summoned by the Stewards of the event or the Clerk of the Course.

To provide relevant information to the competitors when any change in the regulations or any other issue that may affect them occurs.

3.5.4 Environmental Officer

Definition/Role

The Environmental Officer should, on behalf of the organiser and the owner of the facilities, have the operational responsibility for all environmental issues during the event. He must also manage environmental issues ahead of the event, in order to ensure that its organisation respects the principles of sustainability.

The Environmental Officer oversees the Environmental Management of the event and compliance with regulatory and legislative requirements relating to the Environment whilst encouraging the development of a sustainable event.

Responsibilities

To create and/or monitor the event Environmental Management plan.

To work closely with the Promoters/organisers of the event from the planning stage, through its running, and in the post-event review process in line with the Environmental Management Plan.

To liaise with the Chief Safety Officer on issues of Environmental Health and non- sporting aspects of public safety.

To establish a dialogue with those attending the event (teams, suppliers, spectators etc.) and investigate areas for improvement.

To provide the management with an environmental report at the conclusion of the event, in order to establish / maintain a programme of continuous improvement.

3.5.5 Circuit/Road Inspector

Definition/Role

The Inspector's duty is to ensure that the circuit complies with Appendix O to the International Sporting Code (and the Circuits Guidelines) for competitions entered on the FIA International Sporting Calendar, and that the circuit corresponds to the type of Competition for which this circuit has been homologated.

The role of the Circuit / Road Inspector is to ensure that the track / route conforms with the relevant ASN/FIA relevant regulations.

Responsibilities

To periodically visit and appraise all venue facilities to ensure the provision of appropriate safety measures for spectators, Officials, Marshals and competitors and assess the suitability of each venue relative to the planned competition use.

To report on each inspection with recommendations regarding the issuance of appropriate venue track licence(s) and make recommendations for further improvements.

To be available to the event Stewards to assist in their reporting of fatal accidents or those involving serious injuries.

3.5.6 Judge (Drifting Only)

Definition/Role

The Judge(s) duty is to score the performance of each competitive run following defined criteria of line, angle, style and speed. Judges should be able to utilise any tools available to them when determining scores, but the results of any electronic judging systems must always be secondary to the decisions of the Judge(s). The Judge(s) are involved only in the scoring element of the competition, with the Clerk of the Course and/or Race Director responsible for the safe running of the competition.

The Drifting Judge should be considered as a Judge of Fact, in accordance with Article 3.5.1.

Responsibilities

To determine the course layout before the competition, in cooperation with the Clerk of the Course and/or Race Director.

To be available to provide exact feedback to the Competitors throughout the competition in dedicated time and place.

To determine responsibility for any contact/incidents on track during judged runs. Beyond this, if further action is required, the Judges can refer the matter for the consideration of the Stewards.

3.5.7 Boundary Rider

Definition/Role

The Boundary Rider ensures prompt and safe delivery of an uninjured driver from a retirement scene to the paddock, following instructions from Race Control. When on standby, he may also conduct minor logistical duties.

Responsibilities

To be familiar with the circuit, service roads and his vehicle, and ensure access to all areas of potential deployment.

To be prepared at any moment for deployment by Race Control to collect uninjured drivers from the vehicle and transport them to the paddock.

To be aware of the venue and service road traffic, to obey the speed limit and drive safely and responsibly.

To be on standby for any deployment from Race Control to conduct minor logistical duties, deliveries or collection of documentation and/or equipment.

To wear appropriate personal protection clothing.

3.5.8 Chief of Marshal Logistics/Welfare

Definition/Role

The Chief of Marshal Logistics and Welfare manages the team responsible for logistics and welfare of all event officials.

Responsibilities

To anticipate all event personnel needs before the event, and ensure adequate equipment, supplies and resources are available to meet them.

To respond promptly to officials' needs and minimise the need to pass on questions regarding logistical matters to Race Control.

To remain in contact with relevant officials in Race Control at all times.

To manage and coordinate the work of the welfare team to ensure access and equal coverage across the venue.

To ensure timely distribution of appropriate documentation, supplies and/or equipment.

SUPPLEMENT 1

REGULATIONS OF THE MMF ANNUAL AWARDS FOR VOLUNTEERS AND OFFICIALS

1. Each year, the MMF will award nine Officials around the world who have performed in an outstanding manner that year and /or deserve recognition for their dedicated action throughout the years

These awards are:

a) MMF award for the “OUTSTANDING OFFICIAL OF THE YEAR”

This award will be presented during the MMF Prize-Giving Ceremony.

This award will be presented to an Official who – during the year – has carried out an exceptional or brave action or has been responsible for a singular performance, in any kind of motor sport competition, whether national or international.

b) Eight MMF Yearly Volunteer and Official Awards:

1 Senior Official (Steward, Clerk of the Course)

1 Scrutineer,

2 Marshals (2 awards),

2 Other Officials (2 awards) such as: Secretary of the Meeting, Doctors, Paramedics, Fire Marshals, Timekeepers, etc.

1 Team of Officials. This can be all Officials or a group of Officials of the same kind of a given competition (e.g.: all Officials or a group of scrutineers, track or road marshals, timekeepers, medical team, etc.).

1 Lifetime Achievement. This award will pay tribute to an exceptionally long and dedicated career as an Official in motor sport.

Each of these prizes will be awarded during the Prize-Giving Ceremony of the ASN of the winning Official(s) concerned.

These awards will be presented to Officials who – during the year – have been outstanding in performing their specific duties whilst officiating in any kind of motor sports competition, whether national or international, whether or not these competitions are part of an FIA / MMF Championship or FIA International Series.

These eight awards will be provided by the FIA and sent to the relevant ASNs before the dates of their respective Prize-Giving ceremonies.

2. Method of nominating the winners

Each year, each ASN has the right to nominate one candidate for any or all of the eight awards for the “Best (...) of the Year”.

The nomination of each candidate/team must be submitted via the dedicated online platform by the ASN to the FIA Volunteers and Officials Commission with a full description of and the merits of the candidate.

The nomination form must reach the FIA within the required deadline.

There will be an Awards Committee, composed of:

- the President of the Volunteers and Officials Commission,
- the Vice-President of the Volunteers and Officials Commission,
- the FIA Marshals Ambassador, and
- the Secretary of the Volunteers and Officials Commission.

The Awards Committee will decide the winners of each of the awards before 25 November of each year.

The winner of the “Outstanding Official of the Year” will be invited to the FIA Prize-Giving Ceremony.

The eight awards for the winners of “Best (...) of the Year” will be sent to their respective ASNs for presentation.

MODIFICATIONS FOR 2023

ARTICLE 3 DEFINITIONS/ROLES & RESPONSIBILITIES

3.3.3 Rescue Chief

Definition/Role

The Rescue Chief is trained to intervene under the orders of Race Control or Rally Control in case of accidents on roads and on racetracks in which cars are involved. The Rescue Chief supervises the safe accessing and/or extrication of competitors involved in incidents, either directly, or through delegation to the leaders of individual rescue teams.

He is approved by his ASN. For FIA world championships, he must also be approved by the FIA and the FIA Medical Commission President.

Responsibilities

To attend regular training and refresher courses in accordance with ASN/FIA requirements.

To have a good knowledge and understanding of the safety rules, intervention techniques and types of rescue/extrication equipment available.

To report to the event control on the progress / outcome of the intervention.

To request the assistance of external emergency services if required.

Section to be defined

– In 2024 We shall be splitting the Steward / Race Director / Clerk of the Course / Scrutineer

-RD Circuit to RD HC / Rally

-CoC HC to CoC C

-RD Karting to Circuit

-Defines roles needed per event type