



Handbook

Guide for managing risk in motor sport

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Preface

This Guide was prepared by the Standards Australia Working Group OB-007-08, Risk Management in Motor Sport operating under and with guidance from Committee OB-007, Risk Management. The organisations involved were:

Australian Auto Sport Alliance
Australian Grand Prix Corporation
Australian Karting Association
Australian National Drag Racing Association
Bathurst Regional Council
Broadleaf Capital International
Calder Park Motor Sport
Confederation of Australian Motor Sport
Golden Era Auto Racing
Hones & Associates
Motorcycling Australia
National Association of Speedway Racing
Queensland Raceway
South Australia Motor Sport Board
Troutbeck & Associates
Winton Motor Raceway

Objectives

The purpose of this Guide is to:

- change behaviour and attitude toward risk management;
- increase knowledge of risk in motor sport; and
- explain the language of risk management.

The motivation for developing this Guide stems from a simple idea — the attitudes and behaviours of motor sport participants will change when:

- participants recognise that their behaviour may impact on another's safety;
- it is understood that risk management is what everyone does when making any decision in life; and
- it is realised that by adopting risk management practice they make better decisions about their behaviour hence motor sport becomes safer for everyone.

The motor sport industry

Motor sport is defined broadly and is considered to be the use of motorised vehicles in events or activities that are competitive and/or recreational. Participants in motor sport include all those who contribute to these events or activities. The industry is diverse, and makes a significant contribution to the economic and social well-being of Australia.

Who is the Guide for?

The Guide has been prepared for those who are involved in motor sport and whose actions can contribute to the wellbeing of others. The same principles apply regardless of an organisation's size.

What outcomes are sought?

The primary outcome sought from this Guide is a safer and better operating environment:

- Safer in terms of reduced risk of injury and/or damage, litigation, discrimination, vilification, failure, loss, or damage;
- Better in terms of increased participation, more viable organisations, and more assured and competent managers and officials.

Given the diversity of the industry and the nature of risk, this Guide cannot provide all the answers, but it will provide a sound foundation for better risk management.

Acknowledgement

Standards Australia acknowledges the contribution of the following people:

- Professor Rod Troutbeck — Chair of Committee
- Phil Walker — Deputy Chair of Committee
- John Stoneham — Cartoonist
- Bob Jane (Bob Jane T-Marts) — Funding of cartoons for cover design

Terminology

Terminology used in this document is primarily based on definitions used in AS/NZS 4360:2004, *Risk management*.

Competent authority	An organisation responsible for administering Occupational Health and Safety (OH&S) legislation applicable to the motor sport industry. In Australia, this may be the State Government Workcover authorities.
Consequences	The outcome of an incident, causing a loss, injury, disadvantage or gain. There may be a range of possible outcomes associated with an incident.
Duty of care	An obligation, recognised by the law to conform to a particular standard of conduct, for the protection of others against unreasonable risks.
Likelihood	A general description of probability or frequency.
Organisation	A club, body, association, company, firm, enterprise or other legal entity, whether incorporated or not, public or private, that has its own function(s) and administration.
Volunteers	Representatives from the community who freely give their time, skills and experience to support the motor sport industry. Under some OH&S legislation, these people may be considered to be 'deemed workers'.

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Foreword

For the first time key sections of motor sport have collaborated to develop common practices and in doing so have demonstrated a genuine desire to improve and to formalise the management of risk.

Presentations and views were canvassed from senior sport administrators, facility owners and operators, motor sport clubs, police, state coroners, workplace safety officers and consultants. This Guide represents the values and aspirations of the sport as a whole.

The management of risk needs to be comprehensive and thorough. This Guide has sought to describe risk management techniques comprehensively, with the content aligned to the joint Australian/New Zealand Standard AS/NZS 4360:2004, *Risk management* — and the Standards Australia Committee OB-007, Risk Management.

We are proud to have taken the initiative to develop the Guide and believe it to be an essential reference to all engaged in motor sport.

We look forward to the community benefits gained by the wide-spread use of the processes and techniques recommended here.

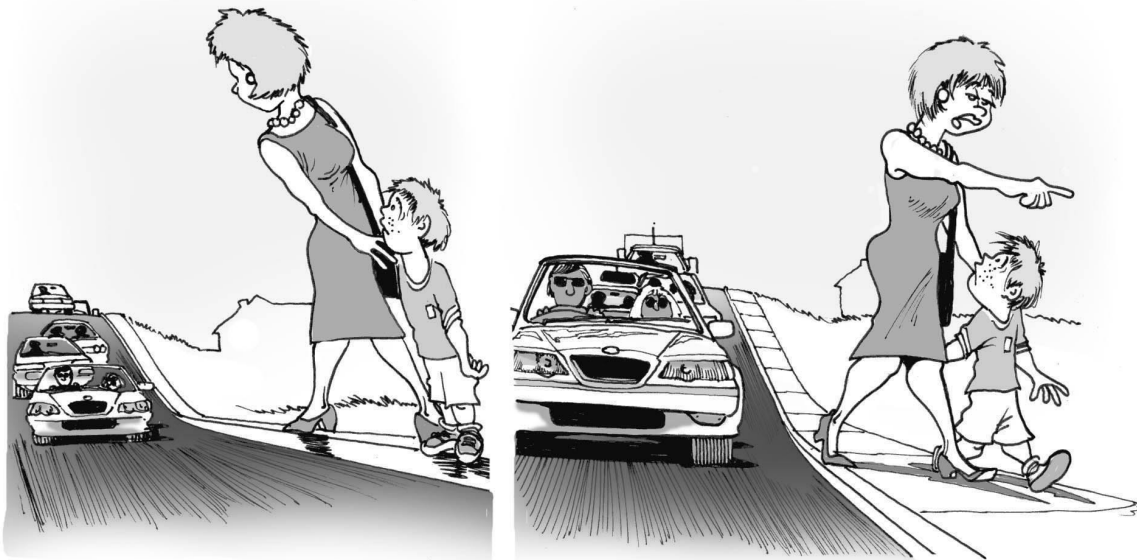
Working Group OB-007-08,
Risk Management in Motor Sport

NOTES

1 Introduction—Risk in the motor sport context

1.1 Overview

Managing risk is something people do in everyday life. They tend to avoid situations that will cause personal injury, discomfort, or property damage; either consciously or as an instinctive reaction. At a business level, risk is anything that threatens or limits the ability of an organisation to achieve its objectives.



Motor sport activities involve degrees of risk. A responsible approach drives organisers to minimise risk, both on and off the racing surface. Today, duties of care, state and federal legislation and high insurance costs creates a more complex business environment. To operate successfully in that environment, a systematic approach to analysing risks and documenting the process is a vital management tool.



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