

Managing health and safety at motorsport events

A guide for motorsport event organisers



HSG112
(Second edition)
Published 2016

This book describes the main risks at motorsport events and some of the steps that can safeguard the health and safety of employees, volunteers and spectators.

The guidance contains practical advice for dutyholders who are organising motorsport events.

Health and safety aspects covered include safety management, track/stage/course design and event layout, pit, paddock and service area safety, noise, safe use of equipment, manual handling and electrical safety.

This new edition includes:

- updates to legislation and links to further guidance;
- a clearer explanation of what the guidance is about, what is required to comply with the law and what action you should take and why;
- a clearer and more logical structure that aims to help the reader to scan, understand and assimilate the content.

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First edition 1999

Second edition 2016

ISBN 978 0 7176 6652 2

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This guidance is issued by the Health and Safety Executive. Following the guidance is not compulsory and you are free to take other action. But if you do follow the guidance you will normally be doing enough to comply with the law. Health and safety inspectors seek to secure compliance with the law and may refer to this guidance as illustrating good practice.

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Introduction

About this guidance and who it is for

- 1 Motorsport is spectacular and exciting, providing enjoyment for participants and spectators alike.
- 2 This guidance is primarily aimed at helping motorsport event organisers to understand what they need to do to comply with the Health and Safety at Work etc Act 1974 (the HSW Act)¹ and the regulations made under it.
- 3 Private clubs and events run by volunteers will generally only have duties under health and safety legislation to the extent that they have control over the premises used and any equipment provided. So, much of this guide will not apply to them, although they may still find it useful.
- 4 This guide will help with the safe running of events at permanent venues such as race circuits or at temporary venues such as a grass track meeting on a farmer's field. It will help you to minimise risks in a proportionate way, which does not unduly restrict participation in this leisure activity.
- 5 Changes in this edition include:
 - an update to legislation and links to further guidance;
 - a clearer explanation of what the guidance is about, what is required to comply with the law and what action you should take and why;
 - a clearer and more logical structure that aims to help the reader to scan, understand and assimilate the content more easily.

What the guide does not cover

- 6 Meeting permits and/or a licence of authorisation to run your event, food safety/hygiene, noise nuisance, public entertainment licensing, permissions for road closures and public liability insurances are not covered because they are dealt with under different legislation and are regulated by authorities other than the Health and Safety Executive (HSE). See References and further reading for details.
- 7 In addition to workplace health and safety law, a duty of care under common (civil) law may apply. Compliance with civil law duties is not covered here.
- 8 Many competitive events are run under the non-statutory rules and regulations of motorsport governing bodies, eg the Motor Sports Association (MSA) and the Auto Cycle Union (ACU)/Scottish Auto Cycle Union (SACU). At an international competition level, events such as Formula 1 and the World Rally Championship are under the control of the Federation Internationale Automobiles (FIA).
- 9 The relevant governing bodies enforce their own rules and regulations, not HSE, so they are not covered here.
- 10 Motorsport governing bodies have great experience and expertise in motorsport safety and health. They will advise you about their rules and regulations and the important governing role of their officials at an event. They will also be able to provide detailed practical advice and assistance on how to manage safety at your event. See Useful contacts for further details.

Managing for health and safety

Getting started

11 As an employer, you will have a general duty to ensure, so far as reasonably practicable, the health, safety and welfare of your employees. You also have a duty to make sure, so far as reasonably practicable, that volunteers, spectators and others including the media are not exposed to risks to their health and safety arising from the operation of your event.

12 If you are an employer, describing how you will manage health and safety will let your officials, marshals and others know about your commitment to keeping people safe. Whatever the scale of the event, make sure there is a clear understanding within the organising team about who will be responsible for safety matters. For employers, this is likely to be driven by the organiser's health and safety policy, which should clearly say who does what, when and how.

13 Not everyone will need a management system, but it can help you demonstrate you are meeting your duties. You will find general guidance on managing for health and safety in *Plan, Do, Check, Act: An introduction to managing for health and safety*.²

14 If you are not confident of your ability to manage all health and safety in-house you may need some external help or advice, eg from a motorsport national governing body.

Planning your event

15 As an event organiser, identify the:

- scale, type and scope of the event;
- number of participants and spectators (including the media);
- location and duration of the event;
- time of day and year the event will be held (as the weather may be a significant factor).

16 These key factors will help you to determine what facilities and resources will be required, eg the design of the track, number and type of barriers, plus the number of marshals and officials needed.

17 Once you've identified the nature and scope of your event, you should create an event safety plan based on an assessment of the risks.

Assessing the risks

18 As part of managing health and safety at your event, you must assess and control the risks. To do this you need to think about what might cause harm to people, eg your employees, volunteers, participants and spectators, and decide whether you are doing enough to prevent harm. This process is known as risk assessment and it is something dutyholders are required by law to carry out.

19 A risk assessment is about identifying and taking sensible and proportionate measures to control the risks at your event, not about creating huge amounts of paperwork. For those of you who organise events on a regular basis, you are

probably already taking steps to protect your employees, volunteers, spectators and others, but your risk assessment will help you decide whether you should be doing more.

20 Be aware that the safety precautions for motorsport events will vary widely according to the discipline. For example, a large car race meeting held at a permanent racetrack will have different requirements to those for a motorcycle trial on a stretch of moorland, but the same basic principles will apply.

21 Think about how accidents and ill health could happen and concentrate on real risks – those that are most likely and which will cause the most harm. The following might help.

- Think about your event activities, processes and any substances used that could either injure your team, spectators and others or harm their health.
- Ask your team what they think the hazards are as they may notice things that are not obvious to you, and may have some good ideas on how to control the risks. Speaking to other event organisers in your discipline can also be helpful.
- Read the Health and safety topics section in this guide.
- Check the guidance produced by your sport's governing body and manufacturers' instructions or data sheets for chemicals and equipment as they can be very helpful in spelling out the hazards and ways of controlling risk.
- Recognise that some employees may have particular requirements, eg new and young workers, migrant workers, new or expectant mothers, people with disabilities, temporary workers, contractors and lone workers may be at particular risk.

22 Liaise with others, eg the venue owner/track operator, emergency services and officials from your sport's governing body, for advice and information relevant to your planning. Discuss with them how you can control risks.

23 If you are planning to hold an event at a permanent venue, eg a circuit, you should liaise with the site operator, who is usually responsible for the safety of the track, barriers, spectator facilities, car parks etc.

24 If the event is to take place on a temporary site such as a field you, as the organiser, will be responsible for deciding what safety precautions are necessary. The owner of the land is usually responsible only for advising organisers of hazards which are to do with the land, such as buried or overhead electrical cables.

25 If your event takes place on Forestry Commission land, they have their own arrangements in place for motorsport events such as car rallies and motorbike events.

26 Don't forget safety precautions for practice or test sessions – marshals and first-aid cover are usually required for these as well.

27 Having identified the hazards, you then have to decide how likely it is that harm will occur. Risk is a part of everyday life and you are not expected to eliminate all risks. What you must do is make sure you know about the main risks and the things you need to do to manage them responsibly. Generally, you need to do everything reasonably practicable to protect people from harm.

28 Make a record of your significant findings – the hazards, how people might be harmed by them and what you have in place to control the risks. Share this with your team.

29 If you have fewer than five employees you do not have to write anything down about your risk assessment, but it is useful to do this so you can review it at a later date, for example if something changes. Few events are the same, so it makes sense to review what you are doing on an ongoing basis.

30 You can find more guidance on the risk assessment process at www.hse.gov.uk/risk.

31 This information should form part of your event safety plan. Diagrams showing the intended location of temporary barriers, prohibited areas and spectator viewing areas etc can be helpful. Any record produced should be simple and focused on controls.

32 MSA produces guidance on the content of safety plans. For further information contact them directly (see Useful contacts).

Incidents and emergencies

33 Your event safety plan should also include plans to respond effectively to accidents and other emergencies that might occur at your event.

34 Plans should be in proportion to the level of risk presented by event activities and the potential extent and severity of the incident. For example, at events like rallies, spectators and marshals often get involved in assisting competing vehicles back onto the track. In doing so, they put themselves at risk of injury while helping, or being run over by a following vehicle/s. Consider how you will manage this risk when drawing up your plan.

35 You will also need to consider your response to serious emergencies, including major incidents that will require the help of the emergency services and implementation of their regional emergency plans (which may not be specific to your event).

36 For all but the smallest events with low risks (or those in fixed venues with established emergency procedures), draw up and discuss your plans with the police, fire and rescue service, ambulance service, the local authority and, for permanent venues, the site operator.

37 The detail and complexity of any discussions should be proportionate to the risks involved. The organiser, venue operator and the emergency services should be clear about who will do what if there is an emergency or major incident, eg where the access routes and rendezvous points for emergency vehicles will be or how any first-aid and rescue services already on-site will be used.

Develop an emergency plan

38 Most event emergency plans should address the same basic requirements, to:

- protect spectators, participants and marshals from immediate danger;
- summon and assist emergency services;
- handle casualties;
- deal with the non-injured, eg spectators and other participants;
- liaise with the emergency services and other authorities and, where the situation is serious, hand over responsibility for the incident/emergency;
- protect property.

Emergency procedures

39 Procedures for officials and marshals to follow in an emergency should include:

- raising the alarm;
- warning participating vehicles (you may need to suspend the event or part of the event according to the situation);
- protecting and informing spectators;
- on-site emergency response, ie use of fire extinguishers and rescue equipment;
- summoning the emergency services;
- spectator management, including evacuation where necessary;
- evacuation of people with disabilities;
- traffic management, including emergency vehicles and safety cars;
- incident control;
- liaison with emergency services;
- providing first aid and medical assistance.

40 See First aid for participants and spectators for further guidance.

41 Appoint people to implement your emergency procedures.

42 Make sure that all relevant event personnel, no matter what their normal working role, understand what they should do in an emergency, eg know the location of exits and emergency equipment, how to raise the alarm or warn participating vehicles, and whose instructions they should follow. For larger-scale events it may be useful to have a training exercise to allow those involved to practise their roles.

Managing the event

43 Once the event begins, attention should move away from planning to the effective management and monitoring of site operations.

44 Ensure co-operation and proper co-ordination of all work activities on the site. This does not mean you become responsible for all the individual technical work carried out by third parties. Rather you should make sure you develop a safe overall programme of work and communicate this to all relevant parties.

45 In addition to your emergency procedure you should provide your event team, including volunteer marshals and any media, with relevant information on potential risks to their health and safety identified by your risk assessment and details of any other safety arrangement for spectators and participants. You could do this as part of a briefing about individual work activities or tasks. For example, you may need to tell people about:

- site hazards and control measures for prohibited areas and spectator viewing areas;
- safe speed limits in the paddock and service areas;
- where they can park safely and the procedures for vehicles leaving/blocking the course;
- first aid, toilets and wash facilities;
- communication systems, eg radios;
- procedures for using/booking out plant and equipment.

46 It may also be necessary to provide relevant health and safety information to participants and spectators, eg in the form of warning notices to advise spectators

of prohibited areas and/or a driver/rider briefing to make sure that they understand the various flag or light signals to be used.

Competence of event personnel

47 Everyone who works for you should know how to work safely and without risks to their health. There should also be an appropriate level of competent supervision, proportionate to the risk, nature of the work and the personnel involved. For example, marshals with a responsibility to manage prohibited areas and/or operate rescue equipment should be competent to do so. Practice may be required to remain competent. Many of the motorsport governing bodies and local emergency services organise training and license marshals and officials.



Figure 1 Rescue unit on training exercise



Figure 2 Marshals being trained in use of fire extinguishers (wearing flame-resistant overalls and gloves)

Pre-event checks, monitoring and review of safety performance

48 Before racing starts, officials should inspect the track, stage or course and any barriers to make sure they are in a safe condition. It is vital that officials also check to ensure that measures designed to keep spectators away from prohibited areas are in place and that spectators are not in a position where they could be injured by a participant's vehicle. Also make sure that all officials, marshals, first-aid, fire and rescue services are in place and communications systems are working. For small-scale events a simple checklist will probably help – see Appendix 1.

49 You should periodically check your methods for controlling risks during your event to make sure they are working and being followed. Your risk assessment should set out the frequency of checks, who is responsible for them and the methods they use.

50 For larger events, a number of people may share the monitoring role. Whoever has the role should be familiar with the risk assessment findings and control measures, and be able to identify new hazards and assess risks as they arise on the day.

Reporting accidents and incidents

51 All employers and people in control of work premises have duties under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR).

52 However, most sporting accidents are not reportable, eg if a rider makes an error and falls off a motocross bike and injures themselves because they went too fast, it would not be reportable.

53 To be reportable the accident must arise 'out of or in connection with work'. So, if the accident arose from maintenance of the track or barriers, or failings in the organisation or management of the event it would be reportable.

54 You will find further information about what must be reported and how to report it at www.hse.gov.uk/riddor or in the leaflet *Reporting accidents and incidents at work*.³

55 The reports made under RIDDOR are separate to any which might be required by motorsport governing bodies or for insurance purposes.

Action to take in the event of a death

56 Although they are rare, deaths do sometimes occur. If someone is killed, you should inform the coroner, or in Scotland the procurator fiscal, immediately. You can do this by contacting any police officer. You should not disturb the scene of the accident. The police, local authority and/or HSE will want to carry out an investigation to determine the causes of the accident and whether there has been a breach of any legislation.

Health and safety topics

Track or course design

57 The layout and design of the track, stage or course should be suitable for the type of event which is planned. Consider the following when you design a route:

- the type of vehicle to be used;
- the skill, experience and number of participants;
- the maximum speeds at different parts of the course;
- the location of the start and finish points and the position of hazards such as bends, sloping or uneven ground and trees;
- the condition of the surface of the route and whether there are any kerbs;
- the types and position of barriers and any run-off zones to protect participants;
- the types and position of barriers, prohibited areas or other arrangements needed to protect spectators, the media, marshals and officials;
- the location and safe access to vantage points for the media, marshals and officials;
- the positioning and distance between marshals' posts and radio points;
- the position of the entry and exit points to the pits, the paddock and the service areas to make sure participants' vehicles and pedestrians can circulate safely;
- the location of first-aid and fire and rescue services and whether they can quickly reach any point where an incident might occur;
- the location of any temporary demountable structures like spectator seating, permanent buildings or other structures.

58 Find more information to help you manage the safe build and taking down of temporary demountable structures like grandstands and stages at www.hse.gov.uk/event-safety/temporary-demountable-structures.htm.



Figure 3 Rally spectator area

59 If you intend constructing permanent stands, buildings or other structures you may need approval from the local authority under different legislation. The local authority building control section should be able to give advice.

60 In addition to your duty to comply with health and safety law, a motorsport governing body may also require detailed circuit or route plans from the event organiser or need to carry out an inspection before issuing a track licence or meeting permit. Where a track licence isn't required, eg at special stage rallies or auto tests, there are still national governing body regulations that stipulate how the route should be laid out. Contact your national governing body for more details.

Run-off zones, barriers and prohibited areas

61 You should make sure that spectators and marshals are appropriately protected from participants' vehicles or parts of them such as wheels or other flying debris. When you consider the type of protection you need, take into account the number of spectators, the distance between the track, stage or course and location of the public and the speed and type of vehicles.

62 When choosing barriers, also ensure they provide the necessary level of protection for participants (drivers/riders). For example, at motorcycle events take account of riders falling and impacting barriers.

63 The choice of barrier is often specified by motorsport governing bodies, who make judgements based on accident history, testing and engineering calculations. For permanent race circuits, barriers are normally covered by an annual or pre-event inspection by a sports governing body. Suitable controls may include the following.

Run-off zones and slowing-down devices, such as gravel traps

64 The safest way to slow down a vehicle and prevent or reduce the consequences of injury is to provide enough room for it to decelerate. The larger the run-off area, the greater the opportunity for a driver/rider to recover control of the vehicle. The surface of the run-off area can also help, eg arrester beds of gravel or other aggregate may help slow down a vehicle or rider.



Figure 4 Marshals standing behind barriers and run-off zone

Physical barriers, eg motorway-type crash barriers, tyre walls and foam units

65 The construction of a physical barrier will depend on a number of factors, including the type and speed of the vehicles, the level of protection the vehicle gives to the participant and the likely angle of impact. For example, if a vehicle is likely to collide with a barrier at a 'glancing' angle, the barrier should be of a type that allows the vehicle to slide along it so that the risk of injury to the participant is reduced.

66 If a collision is likely to occur 'head-on', barriers such as correctly constructed tyre walls or other deformable barriers can be used to absorb the impact. Different arrangements may be needed for different types of event. Motorsport governing bodies may be able to recommend which ones are the most suitable for individual circumstances.

Debris fencing or catch netting

67 Where there is a risk of debris such as wheels being thrown into spectator areas and marshal positions, consider providing debris fencing or catch netting when deciding the appropriate action to take. Fencing and netting should be of a suitable height and strong enough to withstand any likely impact.



Figure 5 Mesh fence to prevent crash debris entering spectators' area

Protecting event personnel

68 Take reasonable steps to reduce the risk of marshals, event officials, first-aid personnel, TV crews and official photographers being injured while carrying out their duties. You might need to construct marshals' posts and media vantage points or other protection in isolated areas or where vehicles are moving at high speed. Alternatively, it may be appropriate for personnel to take advantage of the natural terrain or features on the route.



Figure 6 Marshals protected by barriers

69 Check barriers before the start of your event and then regularly throughout it. Where a barrier becomes damaged and is no longer capable of doing its job, eg absorbing impact and/or preventing a vehicle and/or debris hitting spectators, you should arrange for repairs to be carried out. If damage occurs during a race and a repair is delayed, reduce the risk by taking steps to slow approaching vehicles and/or by moving any spectators to a safer location.

Prohibited areas

70 At some events, such as a special stage forest rally or motocross, you may not be able to provide run-off areas or physical barriers. Therefore, protection will usually be achieved by keeping spectators a suitable distance away from moving vehicles by using marshals and/or warning notices/coloured tape. Some points, such as the outside of severe bends, jumps/brow of a hill and road junctions, can attract large numbers of spectators. You will need to use your judgement about whether it is suitable for people to watch at these points and, if not, take action to prevent entry. Unsuitable areas should be clearly marked, eg by coloured tape and warning notices. No one should stand in these prohibited areas (including marshals). If spectators refuse to co-operate and insist on standing in dangerous positions, you may have no alternative but to delay or stop the event.

71 In places, such as a public footpath, where members of the public may not be aware that an event is taking place, you could decide the most appropriate action is to put up warning signs, temporary barriers and/or post extra marshals.



Figure 7 Warning signs

Spectator safety

72 Be proportionate in your approach to managing spectators. Tailor your safety measures to the number and type of spectators you expect and to the layout of the venue. For example, a championship motocross event is likely to attract more spectators than a small club-organised meeting and so may require more in the way of management. Previous attendance figures and experience should help you to plan your approach.

73 As explained in the previous section, spectator safety should be a key consideration in the design of any course, stage or track layout. During the route planning stage of your event, consider the types and positioning of barriers, any prohibited areas and other arrangements needed to protect spectators. Designated spectator viewing areas, using high ground, can help to reduce risks. Your sport's governing body should be able to advise you on the technical standards expected.



Figure 8 Spectators' area behind barriers and debris netting

74 Also make sure that there are enough entrances and exits to the venue and that they are big enough to allow people to leave quickly if there is an emergency. Remember to consider people with disabilities when deciding the appropriate action to take.

75 If you are expecting people to use their own cars to travel to the event, arrange for adequate parking and for parking areas to be well signposted or for car parking stewards to be available to direct drivers to parking spaces. Make sure that any areas where parking could cause a hazard are cordoned off.

76 Provide spectators with suitable and sufficient information to help ensure their health and safety. For example, it can help to provide visitors with information on tickets, websites etc about the risks associated with motorsport, to have an appropriate number of signposts and/or stewards wearing tabards on the day to direct people to safe walkways and viewing areas, and to prevent people from entering prohibited areas.

77 Officials may also need to communicate with spectators, particularly if there is an incident or emergency. If you plan to use a public address system or loud hailer it is important that all spectators can hear it.

78 Take reasonable steps to make sure pathways and walkways stay free from slip and trip hazards such as waste material.

79 Monitor the safety of spectators during the event. For example, you could use safety cars, CCTV and/or marshals/stewards. Monitoring will allow you to take action quickly to prevent overcrowding that is likely to cause injury and to deal with anyone that may have moved into a dangerous position along the route.

80 For further general HSE guidance on managing crowd safety in a systematic way see HSE's website: www.hse.gov.uk.

81 Where an event is taking place at a permanent venue, eg a motor racing circuit or speedway track, some sections of *Guide to safety at sports grounds*⁴ may also help with effective crowd management, eg in relation to medical facilities and seating. The guide provides public safety advice for sporting events of all kinds where there may be large crowds.

Pit/paddock and service area safety

82 Key hazards in the pit, paddock and vehicle service areas can include moving vehicles and the presence of fuel.

83 To reduce the risk of pedestrians being injured by a moving vehicle in the pit/paddock or service area, take steps to ensure that both can circulate safely. Have a traffic management system in place incorporating one-way systems, where possible, to minimise the need for reversing. You could decide that the most appropriate action is to use marshals to control the movement of vehicles and pedestrians and impose a speed limit.

84 You may decide to allow the public to enter the pit/paddock or service area to talk to drivers/riders and view their vehicles. To reduce the risk of injury to spectators you may need to limit the number of people admitted and the areas or times at which they can enter, eg when large numbers of vehicles are moving or when vehicles are being refuelled.

Use and storage of fuel

85 Fuel is a fire and explosion hazard and it should be stored and handled properly. You should have a system of safety precautions to deal with incidents which might occur when refuelling is taking place or where fuel is being stored.

86 At most small events, individual participants bring their own fuel in small containers. You should advise participants that fuel should be brought in containers that are suitable for that purpose and, to help with identification, they should be appropriately marked. For petrol, containers should be marked with the words 'petrol' and 'highly flammable'. You can find other requirements for petrol storage containers in HSE guidance leaflet *Portable petrol storage containers*.⁵

87 Where large quantities of fuel are involved, make sure that you site fire-fighting equipment and competent users around the track or throughout the course and in the pit, paddock or vehicle service areas. Service and inspect the equipment regularly and ensure that it is only used and refilled by people who have been appropriately trained.

88 Refuelling should, if possible, be carried out away from spectators in a designated area in the open air. If it takes place indoors, the area should be adequately ventilated and away from sources of ignition such as hot surfaces or sparks produced by tools. It is essential that the areas where fuel is handled are kept clean and free from rubbish. Appropriate fire-fighting equipment should be maintained in such areas and refuelling personnel competent to use it.

89 If you store a large amount of petrol or dispense it directly into the fuel tank of a vehicle you should consider if the Petroleum (Consolidation) Regulations 2014 apply. If the Regulations apply you may need a petrol storage certificate or licence and you should contact your local petroleum enforcement authority (PEA) for advice. PEAs are generally situated within trading standards or environmental health departments of local authorities. In Greater London and metropolitan boroughs, the responsibility falls to the local fire and rescue service.

90 If large quantities of fuel are being transported by road, by someone who is working, you may need to consider the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009. They were amended in 2011, but mainly to take account of changes to the Transportable Pressure Equipment Directive.

General fire safety

91 Those providing venues for public events also have legal duties under the Regulatory Reform (Fire Safety) Order 2005, which applies in England and Wales. In Scotland, requirements on general fire safety are covered in Part 3 of the Fire (Scotland) Act 2005, supported by the Fire Safety (Scotland) Regulations 2006. The legislation requires a responsible person to assess the risk from fire to those using the premises and to make sure that the fire safety measures in place are suitable to protect lives in the event of a fire.

92 At permanent race circuits, event organisers should discuss with the venue owner what fire safety arrangements are in place and make sure they know what to do should a fire break out. This should link to your plans for dealing with incidents and emergencies.

93 At most workplaces the local fire and rescue authority is responsible for

enforcing general fire safety and if you need advice you should contact them. Advice on fire precautions and training is also available from motorsport governing bodies. The Department for Communities and Local Government, Scottish and Welsh governments also provide similar information to help you meet your responsibilities.

Noise

94 The Noise at Work Regulations 2005 (NAWR) require you to take reasonable steps to protect your employees from noise that could damage their hearing. The duties in NAWR, while not directly applying to volunteers or spectators, extend the general duties set out in the HSW Act which require the safeguarding of the health and safety of people who are not your employees, eg voluntary marshals/officials.

95 There are many practical, cost-effective ways that this can be done. For example:

- firstly, where possible, removing the source of the noise;
- using quieter equipment or a different, quieter process;
- maintaining engineering/technical control at source;
- using screens, barriers or enclosures;
- limiting the time people spend in noisy areas.

96 Planning the layout of the area of work activity will assist in implementing noise control measures. This might include the use of noise barriers or screens placed close to the noise sources or close to those exposed. The levels of noise produced by vehicles can often be reduced by effective silencing. Organisers could also look at the work patterns of staff and consider whether the number of people working in a noisy area – or the time spent in them – could be reduced. Some jobs may be done in quieter locations.

97 Hearing protection should not be used as an alternative to controlling noise. However, you should issue it to employees and volunteers for short-term protection, or where extra protection is needed above what has been achieved using noise control. You should train users on how, when and where to use hearing protection.

98 Some employees attend motorsport events regularly and will be at greater risk of long-term damage due to repeated or continual exposure periods. If your risk assessment indicates that there is a risk to health for employees exposed to noise, they should be placed under suitable health surveillance (regular hearing checks).

99 Employees also have duties under the HSW Act to take care of their own health and safety and that of others whom their work may affect, and to co-operate with employers so that they may comply with health and safety legislation.

100 For further information, visit HSE's noise webpages: www.hse.gov.uk/noise.



Figure 9 Official checking vehicle noise level

Musculoskeletal disorders

101 Manual handling causes over a third of all workplace injuries. These include work-related musculoskeletal disorders (MSDs) such as pain and injuries to arms, legs and joints and repetitive strain injuries of various sorts.

102 At motorsport events there may be a range of manual handling tasks involving lifting, lowering, pushing, pulling and carrying. If any of these tasks are not carried out appropriately there is a risk of injury.

103 Manual handling injuries can have serious implications for both the employer and the person who has been injured. They can occur almost anywhere in the workplace and heavy manual labour, awkward postures and previous or existing injury can increase the risk.

104 To help prevent manual handling injuries at your event you should avoid such tasks as far as possible. However, where it is not possible to avoid handling a load, employers must look at the risks of that task and put sensible health and safety measures in place to prevent and avoid injury, using lifting aids where necessary.

105 More information about MSDs is available at www.hse.gov.uk/msd and in *Manual handling at work: A brief guide*.⁶

Machinery, plant and equipment

106 You should consider how your event personnel use machinery and have adequate maintenance arrangements in place to make sure equipment remains safe to use.

107 Equipment and machinery with moving parts can cause injuries, eg people may be struck, crushed, scalded, or suffer an electric shock.

108 You might find work equipment such as the following in use at a motorsport event:

- cutting equipment used to free a trapped driver;
- tractors or breakdown trucks for recovering a participant's vehicle;
- welding or cutting equipment used for constructing or repairing safety barriers;
- mowing and grounds maintenance equipment.

109 Before you start using any equipment, you should think about the risks and how to control them. You should check it is complete, with all safeguards fitted and free from obvious defects. It should always be safely installed, used and maintained.

110 You should not remove or bypass any of the safeguards fitted to the equipment.

111 You should make sure access to dangerous parts is prevented and equipment is made safe before maintenance starts. For example, isolate its power supply as well as any uninsulated electrical supply nearby, or any pressurised fluids.

112 This advice applies equally to lifting equipment, eg cranes, hoists and lifts, as well as powered access and vehicle repair equipment.

113 Lifting equipment must be maintained to keep it safe and must also be thoroughly examined by a competent person at the required intervals.

114 HSE's work equipment and machinery webpages have more information: www.hse.gov.uk/work-equipment-machinery/index.htm.

Tractors

115 Every year people are killed or seriously injured in accidents involving tractors and equipment driven from power take-off (PTO) shafts. At motorsport events tractors may be used for the recovery of vehicles or for maintenance work.

116 A tractor power take-off and the moving PTO shaft of a machine can be extremely dangerous and must always be guarded. Find further information in *Power take-offs and power take-off drive shafts*.⁷

117 If tractors are used on-site and there is a risk of overturn, they should be fitted with an approved cab, frame or roll bar to protect the driver. Drivers should be given training on the use of tractors and, in particular, how to recognise situations, ie sloping ground, which may cause them to roll over. See HSE's webpages for more details about agricultural vehicle safety:
www.hse.gov.uk/agriculture/topics/safety-topics.htm.

Electrical safety

118 Electricity can kill or cause severe injury or damage to property and lead to other types of injuries, such as falls.

119 The main hazards of working with electricity are:

- electric shock and burns from contact with live parts;
- exposure to arcing;
- fire from faulty equipment or installations;
- explosion caused by unsuitable electrical apparatus or static electricity igniting flammable vapours or dusts; for example, where batteries are charged, eg in vehicle maintenance workshops, it should be done in a well-ventilated area away from sparks or other sources of ignition.

120 You must ensure that the electrical installation or equipment is suitable for where it is going to be used, and is properly installed and maintained. Equipment which is installed or used outdoors should be of suitable weatherproof construction and may need to be protected from mechanical damage, eg cables which are likely to be driven over by vehicles.

121 Damaged or faulty equipment must be immediately taken out of use and repaired or replaced.

122 Be aware of the dangers from:

- working near or under overhead power lines as electricity can flash over from them, even though machinery or equipment may not touch them;
- digging near underground services – these are not always identified on plans and can explode if damaged.

123 For more information see HSE's electrical safety webpages: www.hse.gov.uk/electricity/index.htm.

Harmful substances

124 Many materials or substances found at motorsport venues could harm your health. They might include:

- fuel;
- exhaust fumes in vehicle workshops or where events take place indoors;
- waste oil;
- paints, solvents and timber preservatives.

125 They can also be produced by the activities you are involved in, for example some older vehicle parts, such as brake linings, contain asbestos. Working with them can create dust and breathing this dust is harmful, although it can take many years for the diseases to develop (for further advice see the Asbestos section).

126 To begin to control exposure to hazardous materials identify the harmful substance (using product labels and safety data sheets) and think about:

- the route into the body (ie breathed in, skin contact or swallowed);
- how often people work with the substance and for how long;
- the task being done;
- anyone else who could be exposed (eg maintenance workers, the public);
- people who could be exposed accidentally;
- where necessary, providing appropriate health surveillance.

127 To control exposure to hazardous materials you should avoid using the substance/process altogether. However, if that is not possible, use the risk assessment process to make sure measures are in place to control the risks.

128 Control measures include:

- changing the process to reduce risks (eg lower the temperature to reduce the amount of vapour produced);
- controlling exposure at source by enclosing the process or activity to minimise escape or release;
- providing appropriate personal protective equipment (PPE);
- planning the storage and disposal of materials;
- making sure the workplace is easily cleaned;
- providing washing and changing facilities.

129 You must check and review your control measures regularly to make sure they are effective. This should include making sure:

- plant and equipment are maintained (particularly ventilation equipment);
- systems of work are followed;
- PPE is suitable, properly fitted and maintained;
- information, instruction and training are provided.

130 More information is available on COSHH and motor vehicle repair webpages at www.hse.gov.uk/coshh/index.htm and www.hse.gov.uk/mvr/topics/general-coshh.htm.

Asbestos

131 Breathing in air containing asbestos fibres can lead to asbestos-related diseases, mainly cancers of the lungs and chest lining. Cases of asbestos-related cancer have been reported in garage workers, although the risk is relatively low.

132 In the past, asbestos was used in motor vehicles as the friction material in clutches, automatic transmission and brake linings, and in gaskets. The use of asbestos in these components was prohibited from 1999, with the exception that pre-1973 vehicles could continue to be fitted with asbestos-containing brake shoes until 2004. Therefore, it is possible that some older and 'classic' vehicles could still contain these asbestos-containing products. The supply, possession for supply and fitting of asbestos products to motor vehicles, trailers etc is now banned. Care should be taken when removing an existing component that you suspect may

contain asbestos (which must be replaced by one which is asbestos-free).

133 Remember that all brake and clutch dust is potentially harmful, so it is prudent in all cases to:

- never blow dust out of brake drums or clutch housings with an airline;
- use properly designed drum-cleaning equipment which prevents dust escaping;
- use clean, wet rags to clean drums or housings.

134 Any component which is suspected of containing asbestos, including the rags used to clean the drums or housings, should be disposed of as 'asbestos waste'. Follow the guidance in HSE's guidance sheet *Disposal of asbestos waste*.⁸

Protective clothing and equipment for officials and marshals

135 Employers have duties concerning the provision and use of PPE for employees at work. Employers and the self-employed also have a general duty to ensure, so far as reasonably practicable, that others like volunteer officials and marshals are not exposed to risks to their health and safety arising from the operation of the event.

136 PPE is equipment that will protect the user against health or safety risks. It can include items such as:

- flame-retardant overalls for fire marshals and where there is a greater risk of a serious fire, such as at a drag race meeting, equipment which provides additional protection;
- safety footwear where there is a risk of foot injuries;
- eye protection and gloves where cutting equipment is being used to free a trapped driver;
- high-visibility clothing where marshals might need to go close to high-speed vehicles;
- ear protection in noisy areas;
- coloured vests or armbands so that car park, pit or paddock marshals are easily noticed.

137 PPE should only be used as a last resort, ie when all other ways to eliminate or reduce risks have been considered and rejected.

138 When selecting PPE, make sure it's CE-marked and it suits the user in terms of size, fit etc. If more than one item of PPE is worn at the same time, make sure they can be used together, eg wearing safety glasses may disturb the seal of a respirator, causing air leaks.

139 Make sure that users of PPE are instructed and trained on its use and it is maintained and available at all times.

140 Some motorsport governing bodies also regulate what protective clothing is required. Contact them for further advice.



Figure 10 Marshal wearing protective clothing

Participants' vehicles and their safety equipment

141 If you provide drivers/riders with equipment such as vehicles and safety helmets etc, take reasonable steps to make sure they are safe for people to use and will not put other participants, marshals or spectators at risk of injury. Similarly, if participants use their own vehicles and/or safety equipment, take steps to ensure that their equipment is suitable for the conditions and will not put others at risk. For example, if there is an obvious safety defect such as defective brakes, loose bodywork or a leaking fuel pipe, make sure the vehicle is not used in an event until it is repaired.

142 You can reduce risks by arranging for vehicles to be inspected by scrutineers and machine examiners before a race to make sure that they comply with suitable safety standards.

143 Scrutineers and machine examiners should be suitably trained and experienced. Many of the motorsport governing bodies organise training and license officials. The number needed will depend on the type of event, the number of vehicles to be inspected, the length of time needed for each, and the time available.

144 Consider whether the scrutineer or machine examiner needs a suitable area set aside so that they can work without interruption and in safety. A system of records or 'log books' can help to make sure that all vehicles are examined and that all of the necessary checks are carried out. If any defects are found on a vehicle they can then be recorded along with the action taken.

145 Where a vehicle or equipment has been involved in an accident it may need to be re-inspected before it is used again.

146 To protect participants from any residual risks of an accident, it may be sensible to wear safety equipment such as a helmet and/or overalls. The need to wear safety equipment and the type of equipment required will depend on factors like the type of event, the maximum speed, the protection provided by their vehicle and the risk of fire.

147 Contact your motorsport national governing body for further advice as many of them have set out minimum standards for vehicle inspection and safety equipment in their competition rules or regulations, based on recognised national or international industry standards.



Figure 11 Scrutineer checks vehicles prior to going on circuit

The competence of participants

148 Most participants are not employees, they compete in the events as a hobby. They have freely chosen to take part in motorsport knowing that there is some degree of risk. Experienced participants are likely to fully understand the risks and be able to control those risks using their skills and experience. In fact, the enjoyment of many sports is often the risk of being in control of a challenging situation. However, if novice or inexperienced participants use powerful cars or motorcycles in situations that they may not be able to control, they may be putting themselves and others at unnecessary risk.

149 Before participants take part in your event, take steps to ensure that the size and power of the vehicle, as well as the course or track, match their ability and experience. For example, a permanent track may be designed for competition use and so the track and/or your event may need to be adapted to suit less experienced drivers/riders.

150 Explain your safety control measures to the participants, eg the flag or light signals which will be used, and then check that participants understand them before a race.

151 Allowing participants and vehicles of differing standards to race together can increase the risk of an accident. So, if necessary, make sure that the mixed abilities of participants and the types of vehicle being used are appropriate for the event. Novices starting at the back of the grid and displaying a novice symbol on their car or, if they are motorcyclists, wearing a brightly coloured vest, can reduce the risk in some types of event.

152 Some motorsport clubs have a system of progression starting with less powerful equipment, and when deciding the most appropriate action to take you could also consider giving younger participants separate classes of event.

153 Think about how you will deal with participants who fail to comply with instructions and put themselves and others at risk. You may have to stop the race temporarily or stop the driver/rider concerned.

154 You may also need to take steps to prevent participants from taking part if they are under the influence of alcohol, drugs or some kinds of medication that may impair their ability to operate their vehicle safely.

155 Some motorsport governing bodies issue licences to participants to help demonstrate a person's competence to participate. Those people with a licence will have attended an approved training school or taken part in an observed practice session.

First aid and rescue

156 As an employer, you are responsible for making sure that your employees receive attention if taken ill or injured at work. Your arrangements will depend on the particular circumstances in your workplace and you need to assess what your first-aid needs are.

157 As a minimum, you must have:

- a suitably stocked first-aid box;
- an appointed person to take charge of first-aid arrangements;
- information for all employees giving details of first-aid arrangements.

158 You might decide that you need a first-aider, ie someone trained by an approved organisation who holds a qualification in first aid at work or emergency first aid at work. Find more guidance on first aid at work at www.hse.gov.uk/firstaid.

First aid for participants and spectators

159 Although there is no requirement under health and safety law, HSE strongly recommends that employers include spectators, volunteer marshals, volunteer officials and competitors in their first-aid needs assessment and make provision for them, especially where other general provisions may not be readily available (eg at remote locations and where large numbers of people are gathered).

160 The level of first-aid and medical provision should be determined by the size and nature of the event plus a range of other risk factors, described below.

161 At some events where speeds and the risk of accidents are low, such as production car trials, a first-aid kit may be sufficient. However, at many types of event, especially those where high speeds are reached, there is a risk of serious accidents and injury. These demand skilled first-aid and medical care and often a quick transfer to hospital. First-aid and medical personnel, plus their equipment, should be located so that they can reach an incident quickly and easily.

162 Rescue equipment may be needed where there is a risk of a participant becoming trapped in a vehicle. Equipment should be readily and easily available and of a type which, as far as possible, does not pose any additional risk to the

injured person. For example, with some cutting equipment there is a risk of sparks, which could cause a fire if there has been a leakage of fuel or flammable vapour. Equipment powered by compressed air or hydraulic systems may be a safer alternative.

163 Participants who have been involved in an accident may need medical clearance before being allowed to compete again, particularly if they have been knocked unconscious.

164 First aid should be carried out by competent personnel. Some basic training for marshals may be needed to allow them to take the correct course of action until medical assistance arrives. In cases where expert help may take longer to arrive, eg on a remote rally stage, it might be a good idea to make sure marshals have had more detailed training.

165 At many large events, a suitably equipped ambulance or rescue vehicle may be needed. If it leaves the site with a casualty, the event should not continue until a replacement is in position. In such cases, a suitable back-up vehicle will normally be needed.

166 If there is rough or uneven ground, special equipment may be needed to allow casualties to be moved safely and comfortably. A suitably equipped four-wheel drive vehicle may be useful in many circumstances.

167 It is worth considering setting up a suitably equipped medical room or centre at permanent venues. This will allow treatment to take place prior to a transfer to hospital, if necessary, or treatment of minor injuries.

168 Many of the motorsport governing bodies make the provision of first aid for participants and spectators one of the licensing or permit conditions for running an event. They often have a great deal of experience of dealing with motorsport casualties and may have medical consultants who can provide expert advice about the level of medical provision required for your event. The local ambulance service and voluntary first-aid organisations may also be able to give advice.

169 Where an event is taking place at a permanent circuit, *Guide to safety at sports grounds* may provide some useful guidance aimed at helping organisers with risk evaluation and medical resource implications for spectators.

Appendix 1 Pre-event checklist for motorsport organisers

- 1 The following is not an exhaustive pre-event checklist but it may be helpful to people organising motorsport events. Guidance that is more detailed can be found in the main text.
- 2 When planning your event, speak to all the key people who are going to be involved in the event to help you identify any significant health and safety issues and what to do about them.
- 3 Check with your motorsport's governing body to see if they provide any relevant health and safety information. See Useful contacts for further details, including a link to the MSA resource centre.
- 4 Non-HSW Act considerations like permits, licensing and permissions for road closures are the types of things that might also need a conversation with your motorsport's governing body, the land owner and/or local authority.

Track or course

Is the surface of the track, stage or course in a useable condition?

Have you taken appropriate steps to identify and protect participants from hazards such as bends, sloping/uneven ground and obstacles like trees and kerbs, eg by creating run-off areas and installing suitable barriers?

Are marshal posts and media vantage points suitably located and protected from collision with vehicles?

Is access to marshal posts and media vantage points safe?

Participants

Is the route suitable for the type of vehicle and level of skill and experience of the participants?

Has the ability of participants to handle their vehicle safely been assessed?

Does their level of experience allow them to compete safely against other participants?

Are the types of vehicle taking part at any one time compatible?

Is there a system for inspecting participants' vehicles to make sure they are not likely to cause danger to other drivers/riders, officials, marshals or spectators?

Are there enough scrutineers or machine examiners present with the necessary skills, knowledge, training and experience to undertake their roles?

Are participants' protective clothing and safety equipment adequate?

Spectators

Have you taken appropriate steps to protect spectators from unnecessary risk, eg by keeping people a safe distance from the track, stage or course?

Have you identified prohibited areas and put controls in place?

Are spectators protected from the risk of flying debris, eg by installation of catch netting?

Are all permanent and temporary stands, hospitality units and bar areas safe for the number of spectators expected?

Have you arranged for adequate spectator parking and for parking areas to be well signposted and/or for stewards to be available to direct drivers to parking spaces?

Are crowd management stewards and car park attendants easy to identify, eg by providing them with coloured armbands?

Have you cordoned off any areas where spectator parking could cause a hazard?

Can vehicles and spectators circulate safely in the pit/paddock area, eg by controlling spectator numbers and/or the areas or times at which they can enter?

Have spectators been provided with suitable and sufficient information to help ensure their health and safety?

Officials/marshals

Are there enough officials and marshals present to run the event safely?

Do officials and marshals have the necessary skills, knowledge and experience to undertake their roles safely?

Is there an appropriate level of supervision, proportionate to the risk, nature of the work and the personnel involved?

Have officials and marshals been provided with the appropriate PPE, eg high-visibility clothing and ear protection?

Can heavy and/or awkward loads be moved by a lifting device, eg a forklift truck?

Is the machinery, plant and equipment provided by you, safe to use?

Are electrical cables insulated and kept clear of water? Cables should be covered or routed above head height to prevent them becoming a trip hazard.

Are all officials, marshals and participants familiar with the flag or light signals which might be used?

Are your radio and/or telephone communications working?

First aid and rescue Do you have a plan for what to do if there is an emergency or something not going according to plan?

Does your plan cover how to deal with an incident involving multiple casualties and the evacuation of spectators?

Does everyone know about the emergency arrangements?

Do you have a means of raising the alarm if there is an emergency?

Are adequate first-aid, medical and rescue services, including appropriate cutting equipment, provided?

Can emergency vehicles reach all parts of the route quickly?

Fire safety

Is there a system in place for the safe refuelling of cars?

Have you provided suitable fire-fighting equipment along the route and in the pit or paddock areas?

Are marshals and others trained in how to use the fire-fighting equipment and know where it is located?

Do they have suitable protective clothing?

Useful contacts

Motorsport organisations

The following organisations may be able to provide additional information on the subjects covered in this document.

Amateur Motorcycle Association www.amca.uk.com

Association of Motor Racing Circuit Owners Limited (AMRCO)

c/o BARC Limited, Thruxton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233

Association of Racing Drivers Schools

Thruxton Motorsport Centre, Thruxton Circuit, Andover, Hampshire SP11 8PW
www.ards.co.uk

Auto Cycle Union Ltd

Wood Street, Rugby CV21 2YX
Tel: 01788 566400
www.acu.org.uk

British Off-Road Driving Association (BORDA) www.borda.org.uk

British Motor Racing Marshals Club www.marshals.co.uk

International Organisation of Professional Drivers Ltd

The Motor Sports Centre, Sandbed, Hebden Bridge HX7 6PT
Tel: 01422 843651 Fax: 01422 844171
www.iopd.org.uk

The Royal Automobile Club Motor Sports Association Ltd (MSA)

Motor Sports House, Riverside Park, Colnbrook SL3 0HG
Tel: 01753 765000 Fax: 01753 682938
www.msauk.org

MSA Resource Centre www.msauk.org/Resource-Centre

National Autograss Sport Association Ltd

46 Brookside, Alconbury, Huntingdonshire PE28 2EP
www.national-autograss.co.uk

National Karting Association Ltd

Devonia, Long Road West, Dedham, Colchester, Essex CO7 6ES
Tel: 01206 322726 Fax: 01206 322726
www.nationalkarting.co.uk

Speedway Control Bureau Ltd

ACU Headquarters, Wood Street, Rugby CV21 2YX
www.scbgb.co.uk

The Oval Racing Council International www.orci.co.uk/company/history.ashx

References and further reading

References

- 1 *Health and Safety at Work etc Act 1974 (c37)* The Stationery Office 1974
www.legislation.gov.uk
- 2 *Plan, Do, Check, Act: An introduction to managing for health and safety* INDG275(rev1) HSE 2013 www.hse.gov.uk/pubns/indg275.htm
- 3 *Reporting accidents and incidents at work: A brief guide to the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR)* INDG453(rev1) HSE 2013 www.hse.gov.uk/pubns/indg453.htm
- 4 *Guide to safety at sports grounds ('The Green Guide')* (Fifth edition) Sports Grounds Safety Authority 2013
www.safetyatsportsgrounds.org.uk/publications/green-guide
- 5 *Portable petrol storage containers* HSE 2014
www.hse.gov.uk/fireandexplosion/portable-petrol-storage-containers.pdf
- 6 *Manual handling at work: A brief guide* INDG143(rev3) HSE 2012
www.hse.gov.uk/pubns/indg143.htm
- 7 *Power take-offs and power take-off drive shafts* AIS40 HSE 2013
www.hse.gov.uk/pubns/ais40.htm
- 8 *Disposal of asbestos waste* Asbestos essentials EM9 HSE 2012
www.hse.gov.uk/asbestos/essentials/

Further reading

Relevant publications

- Controlling noise at work. The Control of Noise at Work Regulations 2005. Guidance on Regulations* L108 (Second edition) HSE Books 2005
www.hse.gov.uk/pubns/books/l108.htm
- Control of substances hazardous to health (COSHH). The Control of Substances Hazardous to Health Regulations 2002 (as amended). Approved Code of Practice and guidance* L5 (Sixth edition) HSE Books 2013
www.hse.gov.uk/pubns/books/l5.htm
- Dangerous substances and explosive atmospheres. Dangerous Substances and Explosive Atmospheres Regulations 2002. Approved Code of Practice and guidance* L138 (Second edition) HSE Books 2013
www.hse.gov.uk/pubns/books/l138.htm
- Health and safety in motor vehicle repair and associated industries* HSG261 HSE Books 2009 www.hse.gov.uk/pubns/books/hsg261.htm
- Safe use of lifting equipment. Lifting Operations and Lifting Equipment Regulations 1998. Approved Code of Practice and guidance* L113 (Second edition) HSE Books 2014 www.hse.gov.uk/pubns/books/l113.htm

Safe use of work equipment. Provision and Use of Work Equipment Regulations 1998. Approved Code of Practice and guidance L22 (Fourth edition)
HSE Books 2014 www.hse.gov.uk/pubns/books/l22.htm

Storage of flammable liquids in containers HSG51 (Third edition) HSE Books 2015
www.hse.gov.uk/pubns/books/hsg51.htm

Workplace health, safety and welfare. Workplace (Health, Safety and Welfare) Regulations 1992. Approved Code of Practice and guidance L24 (Second edition)
HSE Books 2013 www.hse.gov.uk/pubns/books/l24.htm

Health and safety at work legislation

Find regulatory text at www.legislation.gov.uk

Petroleum (Consolidation) Regulations 2014 SI 2014/1637

The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 SI 2009/1348

The Management of Health and Safety at Work Regulations 1999 SI 1999/3242
(see also www.hse.gov.uk/pubns/books/l21.htm)

Other relevant legislation

Find regulatory text at www.legislation.gov.uk

Regulatory Reform (Fire Safety) Order 2005 (applies in England and Wales, and under the Fire (Scotland) Act 2005 as amended, and the Fire Safety (Scotland) Regulations 2006)
Cover general fire safety

Safety at Sports Grounds Act 1975 and the Fire Safety and Safety of Places of Sport Act 1987
Cover events held at sports grounds (see also www.safetyatsportsgrounds.org.uk)

The Road Traffic Act 1991
The offences of causing death by dangerous driving, dangerous driving, careless and inconsiderate driving and causing death by careless driving apply to the use of a vehicle on a highway and in a public place off the highway. The offences do not apply to people taking part in 'authorised' motoring events, providing they are driving in accordance with the authorisation for the event

The Motor Vehicle (Off Road Events) Regulations 1995
Name a number of bodies who can authorise events

Motor Vehicle (Competition and Trials) Regulations 1969 or the Motor Vehicle (Competition and Trials) (Scotland) Regulations 1976
Events which use the highway must be authorised under the Motor Vehicle (Competition and Trials) Regulations 1969 or the Motor Vehicle (Competition and Trials) (Scotland) Regulations 1976. Certain events are automatically authorised by the regulations; these include navigational events and road safety events. For other types of event, authorisations can be issued by the RAC Motor Sports Association for events in England and Wales, and by the Royal Scottish Automobile Club, both of which can provide more detailed information

Licensing Act 2003 and Civic Government (Scotland) Act 1982

Events that are attended by members of the public may require an entertainment licence

Food Safety Act 1990 (as amended) (see also www.food.gov.uk)

Useful links

The health and safety toolbox: How to control risks at work
www.hse.gov.uk/toolbox/index.htm

The Health and Safety (First-Aid) Regulations www.hse.gov.uk/firstaid

Manual Handling Operations Regulations www.hse.gov.uk/msd/index.htm

The Provision and Use of Work Equipment Regulations (PUWER)
www.hse.gov.uk/work-equipment-machinery/index.htm

Lifting Operations and Lifting Equipment Regulations (LOLER)
www.hse.gov.uk/work-equipment-machinery/loler.htm

Control of Substances Hazardous to Health Regulations (COSHH)
www.hse.gov.uk/coshh/index.htm

The Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR)
www.hse.gov.uk/fireandexplosion/dsear-regulations.htm

RIDDOR – Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 www.hse.gov.uk/riddor/index.htm

Further information

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit www.hse.gov.uk/. You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This guidance is issued by the Health and Safety Executive. Following the guidance is not compulsory, unless specifically stated, and you are free to take other action. But if you do follow the guidance you will normally be doing enough to comply with the law. Health and safety inspectors seek to secure compliance with the law and may refer to this guidance.

This document is available at: www.hse.gov.uk/pubns/hsg112.htm.