



NATIONAL SPRINT ASSOCIATION PADDOCK FIRE MANAGEMENT PLAN

The National Sprint Association Ltd is a company, limited by guarantee only, and comprises wholly of unpaid volunteers.

The organization operates under the umbrella of NORA 92, our sport's governing body.

Nora 92 has no formal fire policy for race paddock areas. But does however mention fire precautions for the scrutineering of race vehicles.

The association (NSA) has seen fit to formalize a basic fire policy for its events to ensure safety of the public and competitors. This policy will be regularly reviewed and updated to ensure safety is maintained for differing location and scenarios.

A suitably trained and documented fire marshal shall be appointed, working in conjunction with the clerk of the course, to ensure this action plan is implemented.

The action plan will be formed as a result of a fire risk assessment. Which is subject to continual review if new hazards are identified.

All members of the association, using the paddock area, will be made aware of the fire safety plan and any actions they may be required to take including alerting the fire marshal or clerk of the course if any new hazards may need to be considered.

All fire extinguishers are to be checked on a regular basis to ensure they have a valid inspection date stamp.

Paddock Fire Safety Plan

1. Parking of vehicles will be such as to enable a free and unobstructed access for emergency vehicles.
2. Parking of vehicles in the paddock will be carried out with a view to reducing the spread of fire, via the primary mechanism of radiated heat.
3. The erection of race awnings and gazebos should be carefully evaluated to prevent the spread of fire.
4. Vehicles should be parked in a manner which facilitates rapid movement in the event of a fire in an adjacent vehicle.
5. Risk of fire, from secondary sources, should be considered for example: - long dry grassy areas adjacent to the paddock. Additional control measures may need to be implemented to ensure risks are mitigated.
6. All vehicles are mandated by NORA 92 to carry a 2kg fire extinguisher. Regular compliance checks by the association will be carried out and documented.
7. Spread of fires by convective methods will be controlled by restricting the use of open fires and solid fuel cooking apparatus in the paddock area. Fireworks of any type are not permitted. Chinese lanterns not permitted.
8. Vehicles containing oxidizing agents such as nitrous oxide shall be identified with an oxidizing agent sign. Competitors will be required to separate oxidizing agents from fuel sources.
9. All fuels should be securely stored in well ventilated areas and secured to prevent un-authorised access.
10. Refueling of race vehicles and generators will be carried out with the engine cold, in a well-ventilated area, free from ignition sources including smoking materials.
11. All work on the fuel systems of race vehicles should be carried out with the engine cold and a fire extinguisher at hand.
12. It is highly recommended that all vehicles be fitted with functioning smoke alarm, carbon monoxide detectors and a fire blanket.
13. Vehicles fitted with diesel heaters should ensure the exhaust is not in contact or in the vicinity of flammable materials.
14. Vehicles with lithium-ion batteries (non tractive) should be supervised whilst charging at all times.
15. A fire point shall be established in the paddock area containing fire extinguishers, a Klaxon air operated horn and the written information

- containing the postal address of the location of event so that the emergency services receive accurate incident location information.
16. In the event of a fire, the person discovering the fire shall, firstly, ensure their own safety then, directly or indirectly, ensure the Klaxon is sounded and emergency services contacted. It is very important for the event officials verify this function has been carried out.
 17. Once an alarm has been activated it is a priority to ensure that all persons able and disabled are evacuated to a designated fire assembly point which will be signed. The position of the assembly point will be decided based upon the prevailing wind direction as to restrict exposure of competitors or public to smoke.
 18. A basic roll call will be taken to ensure all competitors and members of their group have been accounted for.
 19. If an incident occurs whilst racing is in progress then race control shall be informed and announcements via the Tannoy should be made according to the Nora92 emergency procedure. Public safety will be maintained by the onsite stewards.
 20. All members of the paddock will be informed of the fire safety provisions at the riders meeting. For competitors arriving on the eve of the event then the fire safety policy will be communicated verbally by the clerk of course, fire marshall or another appointed official. The NSA fire policy will eventually be posted on the web site.
 21. At some venues the gates to the venue are locked overnight. All event officials should be aware of the key location or combination numbers for these gates and all efforts made to provide access to emergency vehicles as a matter of extreme priority.
 22. This fire safety plan is under constant revision and is subject to change in accordance with the risk assessment.
 23. In time the Association will produce fire safety "Grab folders" for each venue.
 24. Operational responsibility of fire safety boundaries should be discussed and confirmed with other site operators such as catering vans, stall holders etc. to ensure event safety is maintained.

