



BULLETIN

TO: ALL CLUBS

FROM: Rick Gill, Executive Director

DATE: 2 June 2010

SUBJECT: Procedures at Supervised Practice

In order to ensure risk around practice is adequately addressed the Board of Motorcycling Western Australia has endorsed the following policy:

An Inspector has been appointed and will progressively visit every venue in Western Australia where monthly permits are issued to check on compliance. The Inspector will focus on:

- Sign-on and administration location. Accessibility of rider and official sign on books.
- Permit up to date and on display.
- Track map on display.
- Emergency and Club contacts clear and on display
- All riders signed on and licensed
- All officials signed on and licensed
- Officials **actively** supervising
- Separation of smaller junior machines, and separation of junior and senior riders

The Board is particularly concerned that riders and officials are not signing on. As this is a central component to our own risk management that protects riders, officials, clubs and the association automatic penalties will apply for riders/officials not correctly signed in:

- 1st instance of riders/officials not signed in - \$75 per **each** rider/official
- 2nd instance - \$150 per **each** rider/official
- 3rd instance – withdrawal of all monthly permits until the club can demonstrate through a management plan improved practice procedure.

The issue of blanket monthly permits that allow practice and training at our venues is unique in Australia. This has been developed over a number of years since 2005 and during this time been accepted as reasonable practice by all: clubs, riders and officials.



The entire process is under enormous scrutiny at the moment by Motorcycling Australia and other states. Contrary to popular belief, the acceptance of the way MWA handles what we believe to be a right of clubs to determine when venues are used and for the benefit of club members is not held by others. It is going to be a difficult job to convince the rest of Australia to go through the hard yards that WA went through, and if we cannot win that argument then it is likely it will be mandated by Motorcycling Australia that WA ceases our current arrangements.

It will take the system we have implemented to be working well to ensure it stays in place. Clubs will be required to show that they have not only implemented adequate supervision, but are managing the risks as well. That includes ensuring proactively (not just advising members on what they should be doing, but checking) that the basics are done well; such as rider sign on, official sign on, permits applied for and displayed, supervision is active (not from the pits or canteen), basic emergency plans are in place (ie phone numbers of emergency services are displayed), and the reporting is timely. It is up to individual clubs to figure out how they want to do this; Motorcycling Western Australia does not want to have a compulsory set of rules.

The office will contact clubs where our Inspector will require access to determine how reasonable access to the venue can best be achieved. Most clubs will be issued a separate master/slave keyed padlock to be installed in addition to club padlocks. Where an additional padlock cannot be practically installed, alternative arrangements will be negotiated.

RICK GILL
EXECUTIVE DIRECTOR