NFPA 610

Guide for Emergency and Safety Operations at Motorsports Venues

2003 Edition

NFPA, 1 Batterymarch Park, PO Box 9101, Quincy, MA 02269-9101
An International Codes and Standards Organization

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NFPA 610

Guide for

Emergency and Safety Operations at Motorsports Venues

2003 Edition

This edition of NFPA 610, *Guide for Emergency and Safety Operations at Motorsports Venues*, was prepared by the Technical Committee on Safety at Motorsports Venues and acted on by NFPA at its May Association Technical Meeting held May 18–21, 2003, in Dallas, TX. It was issued by the Standards Council on July 18, 2003, with an effective date of August 7, 2003.

This edition of NFPA 610 was approved as an American National Standard on July 18, 2003.

Origin and Development of NFPA 610

This is the first edition of NFPA 610, *Guide for Emergency and Safety Operations at Motorsports Venues*. A Technical Committee was appointed by the NFPA Standards Council in 1998 to address the subject of safety at motorsports venues. The committee has written this guide to assist facility owners, operators, promoters, and emergency management personnel in developing and implementing a system that provides for effective emergency operations at motorsports facilities and events. The guide is intended to assist with the planning for emergency operations, training and equipping emergency workers, and deploying resources at the time of an incident. These operations can lead to more effective fire suppression in the event of a fire and to improved rescue and medical care for competitors in post-crash situations, while providing for the safety of emergency response personnel working at the venue.

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NOTE: Membership on a committee shall not in and of itself constitute an endorsement of the Association or any document developed by the committee on which the member serves.

Committee Scope: This Committee shall have primary responsibility for documents on training, personnel, equipment and facilities not covered by other NFPA documents as they relate to emergency operations and safety at motorsports venues.

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A reference in brackets [ ] following a section or paragraph indicates material that has been extracted from another NFPA document. As an aid to the user, Annex D lists the complete title and edition of the source documents for both mandatory and nonmandatory extracts. Editorial changes to extracted material consist of revising references to an appropriate division in this document or the inclusion of the document number with the division number when the reference is to the original document. Requests for interpretations or revisions of extracted text should be sent to the technical committee responsible for the source document.

Information on referenced publications can be found in Chapter 2 and Annex D.

Chapter 1 Administration

1.1 Scope. This guide addresses planning, training, personnel, equipment, and facilities as they relate to emergency and safety operations at motorsports venues.

1.2 Purpose. The purpose of this document is to provide guidance for the development of a system that provides for the safety of emergency response personnel and effective emergency operations at motorsports facilities and events through planning, training, and equipping, and through the deployment of necessary resources.

1.3 Application.

1.3.1 This guide applies to both indoor and outdoor facilities, whether temporary or permanent, that provide a venue for competitive motorsports events, except for venues or events that involve air, ice, snow, or water vehicles.

1.3.2 It is not the intent of this guide that all portions of the document apply to every motorsports venue.

1.3.3 It is recommended that the authority having jurisdiction and the event/venue official review this document against the operating environment of the event or venue and determine which components of this guide are applicable.

1.3.4 It is also recommended that a plan be developed to implement the applicable portions of this guide.

1.4 Equivalency. Nothing in this guide is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those recommended by this guide.

Chapter 2 Referenced Publications

2.1 General. The documents or portions thereof listed in this chapter are referenced within this guide and should be considered part of the recommendations of this document.

2.2 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

NFPA 10, *Standard for Portable Fire Extinguishers,* 2002 edition.

NFPA 1561, *Standard on Emergency Services Incident Management System,* 2002 edition.

NFPA 1581, *Standard on Fire Department Infection Control Program,* 2000 edition.

NFPA 1936, *Standard on Powered Rescue Tool Systems,* 1999 edition.

NFPA 1951, *Standard on Protective Ensemble for USAR Operations,* 2001 edition.

NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting,* 2000 edition.

NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting,* 1998 edition.

2.3 Other Publications.

2.3.1 ANSI Publications. American National Standards Institute, Inc., 11 West 42nd Street, 13th floor, New York, NY 10036.

ANSI Z41, *American National Standard for Personal Protection — Protective Footwear*, 1999.

ANSI Z87.1 *Practice for Occupational and Educational Eye and Face Protection,* 1989.

2.3.2 ASTM Publication. American Society for Testing and Materials, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959.

ASTM D 3578, *Standard Specification for Rubber Examination Gloves,* 2001.

2.3.3 SFI Publications. SFI Foundation, Inc., 15708 Pomerado Road, Suite N208, Poway, CA 92064.

SFI Specification 3.2A, *Driver Suits*, November 29, 2001.

SFI Specification 3.3, *Driver Accessories*, November 29, 2001.

SFI Specification 31.0A, *Open Face and Closed Face Helmets*, December 1, 2001.

SFI Specification 41.0A, *Open Face and Closed Face Motorsports Helmets*, December 1, 2001.

2.3.4 Snell Publications. Snell Memorial Foundation, Inc., 3628 Madison Avenue, Suite 11, North Highlands, CA 95660.

M2000, *Standard For Protective Headgear For Use With Motorcycles and Other Motorized Vehicles*, 2000 edition.

M-95, *Standard For Protective Headgear For Use With Motorcycles and Other Motorized Vehicles*, 1995 edition.

M-90, *Standard For Protective Headgear For Use With Motorcycles and Other Motorized Vehicles,* 1990 edition.

SA2000, *Standard for Protective Headgear for Use in Competitive Automotive Sports*, 2000 edition.

SA-95, *Standard For Protective Headgear For Use in Competitive Automotive Sports*, 1995 edition.

SA-90, *Standard For Protective Headgear For Use in Competitive Automotive Sports*, 1990 edition.

2.3.5 U.S. Government Publication. U.S. Government Printing Office, Washington, DC 20402.

Title 29, Code of Federal Regulations, Part 1910.1030, "Bloodborne pathogens."

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Chapter 3 Definitions

3.1 General. The definitions contained in this chapter apply to the terms used in this guide. Where terms are not included, common usage of the terms applies.

3.2 NFPA Official Definitions.

3.2.1* Approved. Acceptable to the authority having jurisdiction.

3.2.2* Authority Having Jurisdiction (AHJ). An organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

3.2.3 Guide. A document that is advisory or informative in nature and that contains only nonmandatory provisions. A guide may contain mandatory statements such as when a guide can be used, but the document as a whole is not suitable for adoption into law.

3.2.4 Labeled. Equipment or materials to which has been attached a label, symbol, or other identifying mark of an organization that is acceptable to the authority having jurisdiction and concerned with product evaluation, that maintains periodic inspection of production of labeled equipment or materials, and by whose labeling the manufacturer indicates compliance with appropriate standards or performance in a specified manner.

3.2.5* Listed. Equipment, materials, or services included in a list published by an organization that is acceptable to the authority having jurisdiction and concerned with evaluation of products or services, that maintains periodic inspection of production of listed equipment or materials or periodic evaluation of services, and whose listing states that either the equipment, material, or service meets appropriate designated standards or has been tested and found suitable for a specified purpose.

3.2.6 Should. Indicates a recommendation or that which is advised but not required.

3.3 General Definitions.

3.3.1 Clean-up Personnel. Personnel primarily responsible for restoring a racing surface by mitigating liquid spills and removing debris.

3.3.2 Command Post. The location where the incident commander and associated staff are located during an emergency incident.

3.3.3 Competition Area. The designated area of a motorsports venue in which vehicles compete, perform, train, demonstrate, or test at competitive speeds.

3.3.4 Critical Incident Stress. An unusual or traumatic event that creates or might create stress or other adverse condition for persons who have been exposed to the event but who have not necessarily incurred bodily injury from the event.

3.3.5 Drag Strip. A straight, open-ended course without turns that generally does not incorporate changes in elevation.

3.3.6 Emergency Action Plan (EAP). A written plan that defines the emergency response resources, organization, administration, and response procedures for any emergency incident that might occur at or during a motorsports venue/event.

3.3.7 Emergency Incident. An incident involving an unforeseen combination of circumstances or the result of such an incident that calls for immediate action that might or might not be covered by the EAP.

3.3.8 Emergency Medical Personnel. Personnel primarily responsible for providing emergency medical care or having additional responsibilities of extrication.

3.3.9 Emergency Medical Services (EMS). The provision of treatment such as first aid, cardiopulmonary resuscitation, basic life support, advanced life support, and other pre-hospital procedures, including ambulance transportation to patients. [**1500:**3.3]

3.3.10 Emergency Services Personnel. Personnel who are designated by the emergency action plan or who are operating above the motorsports safety awareness level to serve in responder or safety roles, including emergency medical personnel, marshals, recovery personnel, rescue personnel, security personnel, track fire fighters and pit area fire fighters.

3.3.11 Event/Venue Official. An individual assigned to oversee the operation of a particular event or the facility and who might serve as both the event official and venue official.

3.3.12 Garage. A secured area, protected from the elements by a structure or structures, in which competition vehicles are parked or stored and in which work is performed.

3.3.13 Hazard. That which is capable of posing an unreasonable risk to health, safety, or the environment; capable of causing harm.

3.3.14 Hazardous Materials Incident. An incident involving hazardous or volatile chemicals or other materials that, pursuant to local, state, or federal law, requires prescribed actions for clean-up, disposal, or both.

3.3.15 Hazardous Situation. An act or condition that is judged to present a danger to persons or property that is so urgent and severe that it requires immediate corrective or preventive action.

3.3.16 Incident Commander (IC). The individual in overall command of an emergency incident. [**1561:**3.3]

3.3.17 Incident Management System (IMS). A system that defines the roles and responsibilities to be assumed by personnel and the operating procedures to be used in the management and direction of emergency incidents and other functions. [**1561:**3.3]

3.3.18 Local Authority. See Authority Having Jurisdiction.

3.3.19 Major Facility. A purpose-built motorsports venue occupying a large amount of land that can accommodate a mass gathering to witness a motorsports event.

3.3.20* Marshal. An individual assigned to provide observation and communications, to show flags to drivers, to provide first-response fire fighting and first-response emergency medical care, and to remove debris and assist in removing vehicles.

3.3.21 Medical Gloves. Protective handwear that is specifically designed for EMS personnel.

3.3.22 Motorsports Safety Awareness Level. A designation for the capability expected of an individual who has been given basic safety information as provided by the venue/event emergency action plan.

3.3.23 Motorsports Safety Command Manager. An individual in management assigned to oversee the direction and supervision of the venue/event emergency action plan and operations.

3.3.24 Motorsports Safety Operations Level. A designation for the capability expected of operations personnel that per-

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tains to their specific responsibilities and duties as provided by the venue/event emergency action plan.

3.3.25 Motorsports Safety Specialist Level. A designation for the capability expected of highly specialized personnel that pertains to the performance of their specific areas of rescue or emergency expertise as provided by the venue/event emergency action plan.

3.3.26 Motorsports Safety Technician Level. A designation for the capability expected of emergency personnel that pertains to the implementation of rescue procedures as provided by the venue/event emergency action plan.

3.3.27 Motorsports Venue. A facility or designated area at which motorsports and related activities are conducted.

3.3.28 Multi-Casualty Incident (MCI). An emergency casualty incident involving multiple persons with bodily injuries that exceeds the capacity of the medical resources available at the motorsports venue/event.

3.3.29 Multi-Use Facility. A motorsports venue that incorporates more than one type of course and is adaptable to a variety of motorsports disciplines.

3.3.30 Off-Track Emergency Response. Response to emergencies at a motorsports facility in areas other than the competition area and immediately adjacent areas including, but not limited to, hospitality areas, concession stands, cooking facilities, grandstands, parking areas, and media areas.

3.3.31* Paddock Area. A secured or restricted area in which competition and support vehicles are parked or staged, or both, and in which work is performed.

3.3.32 Pit Area. A designated area in which work is performed on competition vehicles during the race or performance.

3.3.33 Pit Area Fire Fighter. A fire fighter who is responsible for providing fire suppression in the pit area and who might be responsible for fire suppression at the fueling depot.

3.3.34 Recovery Personnel. Personnel primarily responsible for the operation of recovery equipment and the removal of disabled competition vehicles and their components from the competition and adjacent areas.

3.3.35 Rescue Personnel. Personnel assigned to extricate injured or trapped occupants from disabled competition vehicles.

3.3.36 Road Course. A closed, permanent course on which there are turns in both directions and that might incorporate changes in elevation.

3.3.37 Sanctioning Body. The individual or organization responsible for the rules and conduct of the competition.

3.3.38 Security Personnel. Personnel, with or without arrest authority, assigned to control crowds and traffic at a motorsports venue whose duties might also including checking of credentials and identification and deterring theft.

3.3.39 Site Emergency Team. An organized group of trained response personnel operating under an emergency response plan and appropriate standard operating procedures that handles and controls actual or potential emergency incidents and that responds to emergencies for the purpose of control or stabilization of the incident.

3.3.40 Street Circuit. A closed, temporary course on closed public or private roadways on which there are turns in both directions and that might incorporate changes in elevation.

3.3.41 Terrorist Activities. Disruptive or violent actions taken by an organized group or individuals in order to intimidate a population group or civil authorities.

3.3.42 Track Clean-Up Personnel. Personnel whose primary responsibility is to keep the racing surface in proper condition for racing.

3.3.43 Track Emergency Medical Personnel. Personnel assigned to emergency medical duties on and adjacent to the competition area who respond by ambulance, safety vehicles, other vehicles or on foot and whose training levels range from first responder to medical doctor.

3.3.44 Track Fire Fighter. A fire fighter primarily responsible for competition area fire suppression activities and possibly extrication efforts.

Chapter 4 Emergency Action Plan

4.1 General. For each motorsports venue or event, an emergency action plan (EAP) should be prepared by the venue owner/operator working in conjunction with the local emergency response coordinator. Changing resources and event characteristics might require ongoing modifications or built-in adaptability. A designated person should be responsible for the maintenance of the plan. *(See Figure B.1 for a sample emergency action plan.)*

4.2 Statement of Purpose.

4.2.1 The emergency action plan (EAP) should begin with a statement of purpose that defines the goals of the plan. An example of a statement of purpose for a motorsports venue is as follows: "The following emergency action plan is to provide response procedures to protect people and property during an emergency or disaster situation. This plan identifies and assigns personnel to various emergency tasks and responsibilities, thus creating the site emergency team. This plan defines emergency response systems for on-track emergencies and off-track occurrences. This plan also provides for coordination between the site emergency team response and government authorities to promote an effective response."

4.2.2 All parties involved in the operations described in the EAP should know their responsibilities under the plan.

4.3 Adapting EAP to Resources and Event.

4.3.1 The EAP should be capable of being scaled to the size and type of event.

4.3.2 The EAP should identify the number and types of positions necessary to carry out the objectives of the plan.

4.4 Consistency with Plans of the Authority Having Jurisdiction.

4.4.1 The EAP should be consistent with emergency operation plans of the authority or authorities having jurisdiction. Motorsports venues are designed in different configurations, based on the type of competition/performance that takes place at a facility. Facilities include, but are not limited to, ovals, drag strips, road courses, street circuits, arenas, major facilities, and multi-use facilities. The facility might be located within a major city or in a rural area. Due to these variables, it is important that the facility, when preparing an EAP, work closely with the local providers of emergency services to incorporate its plan into their community emergency plan.

4.4.2 The venue might be responsible for meeting the requirements placed on it by the authorities having jurisdiction beyond those that are outlined in this guide.

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4.5 Management Structure.

4.5.1 The EAP should define a management structure for handling emergency situations.

4.5.2 The management structure should be based on an incident management system (IMS) consistent with NFPA 1561, *Standard on Emergency Services Incident Management System.*

4.5.3 The EAP should provide for the coordination of efforts by the wide variety of agencies that might interact in an emergency situation, including event staff, local agencies, state agencies, and federal authorities.

4.5.4 The EAP should be provided to all agencies identified in the plan, and such agencies should acknowledge their participating roles in the plan.

4.5.5 The EAP should provide for unified command with an incident commander and a predefined command post location. For small venues, such a command post location could be a designated meeting location where coordinators for each of the emergency operations could gather. For major venues, the command post might be a fixed facility equipped with communications and command/control technology.

4.5.6 The EAP should establish a pre-determined area for staging of resources, giving consideration to arrival and departure access.

4.5.7 The EAP should provide for the creation and distribution to participating agencies designated in the plan and to on-site personnel of current site location information that includes significant features on the property. This information could be disseminated as a map. However, to provide more flexibility, some features, such as gates, might be better described as being located near a seating section or a particular building, rather than being included as part of a map detail.

4.6 EAP Components. The EAP should contain the components specified in 4.6.1 to 4.6.10.4 for all motorsports venues, events, or both.

4.6.1 Fire Protection Component.

4.6.1.1 The EAP should include fire protection information for the facility, the event, or both. It is important that the plan include information on any materials that present a fire hazard specific to the event, including their location, the quantity of material, and how the materials are distributed together with the impact the presence of the materials could have on the event or the persons present at the event.

4.6.1.2 The EAP should include information on the fire protection available at the venue. This could include information related to fire alarm systems, standpipe systems, sprinkler systems, fire extinguishing systems, and fire hydrants or other available water resources. The identification of the agencies and a method to contact those responsible for the maintenance or repair of these fire protection systems are important if a system needs repair.

4.6.1.3 To supplement the fixed fire protection, an inventory of fire suppression vehicles and equipment scheduled to be on the property and the methods of contact agencies and management personnel responsible for response to fire-related scenarios should be part of an EAP.

4.6.2 Traffic Control Component.

4.6.2.1 The traffic control component should include plans for inbound and outbound flow of emergency vehicles and provisions for emergency evacuation of all or part of the site.

4.6.2.2 The traffic control component should include the identification and method of contact for agencies or persons, or both agencies and persons, responsible for traffic flow management and emergency traffic scenarios.

4.6.3 Emergency Medical Services (EMS) Component. The EAP should include EMS response information for the facility, the event, or both.

4.6.3.1 EMS response information generally should include an inventory of EMS equipment and staffing scheduled to be at the venue as well as the identification and method of contact of agencies and management personnel responsible for response to a medical emergency.

4.6.3.2 The EAP should identify the emergency medical care provided at the event and the procedure for obtaining an additional level of care or a higher level of care if necessary.

4.6.4 Multi-Casualty Incident (MCI).

4.6.4.1 The EAP should provide for coordination between EMS and public safety agencies having jurisdiction in the area where the venue is located, for the purpose of managing a multi-casualty incident.

4.6.4.2 Agencies and management personnel responsible for response to multi-casualty incidents should be identified along with methods of contact.

4.6.5 Civil Disturbance/Terrorist Incident. The EAP should include a component for response to possible disruptive or terrorist activities.

4.6.6 Hazardous Materials Incidents.

4.6.6.1 The EAP should identify any necessary resources anticipated to mitigate any hazardous materials incident that impacts the site.

4.6.6.2 The EAP should include information on the location of the material safety data sheet (MSDS) for hazardous materials on the site.

4.6.6.3 The EAP should include contact information for response agencies that could assist with hazardous materials incidents that might occur on site.

4.6.7 Environmentally Threatening Incidents Including Weather-Related Problems.

4.6.7.1 The plan should consider the management of weather-related and environmental problems, including factors such as the geographic location of the venue and conditions unique to the local area or time of year.

4.6.7.2 The EAP should contain procedures for the following:

(1) Receipt of weather and other emergency warnings
(2) Event cancellation prior to or after the start of activities
(3) Notification of warnings to participants, staff, and guests
(4) Evacuating, sheltering, or providing direction to people potentially affected by the threat

4.6.7.3 Planning should consider conditions such as the following that can adversely impact an event:

(1) Simultaneous events at other nearby venues
(2) Government-declared emergencies or warnings, such as predicted deteriorating weather or environmental problems
(3) Proximity to other locations or operations with the potential for creating environmental hazards, such as rail yards, manufacturing facilities, and nuclear power plants

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4.6.8 Relocation/Evacuation. Planning for the complete or partial relocation/evacuation of a facility should include the following:

(1) Person(s) authorized to order the relocation/evacuation prior to or after the start of activities
(2) Consideration of the estimated time to complete the relocation/evacuation
(3) Notification procedure for the relocation/evacuation of participants, staff, and guests
(4) Assistance and resources needed to effect an orderly relocation/evacuation
(5) Availability and utilization of shelters on site or off site

4.6.9 Resources. The EAP should consider the utilization of available resources to deal with an emergency situation.

4.6.9.1 Personnel. The EAP should describe each position key to the provisions of the plan and the primary responsibilities of that position as it relates to the plan. Personnel resources that the plan may identify include the following:

(1) Administrative/event/maintenance staff
(2) Sanctioning body staff/officials
(3) Security/law enforcement personnel
(4) Fire personnel
(5) Emergency medical service personnel
(6) Emergency management representatives
(7) Contracted service providers

4.6.9.2 Equipment and Supplies. The EAP should identify and determine the availability of internal and external resources that could be used in an emergency situation, such as the following:

(1) Heavy equipment
(2) Generators
(3) Power tools
(4) Traffic barriers
(5) Fencing
(6) Construction materials
(7) Fire-fighting equipment
(8) Technical rescue equipment
(9) Portable lighting
(10) Patient care equipment and multi-casualty equipment
(11) Refrigeration facilities
(12) Welding and cutting tools
(13) Debris removal equipment
(14) Hazardous waste mitigation equipment

4.6.9.3 Transportation. The EAP should identify and determine the availability of transportation resources that could be used in an emergency situation, such as the following:

(1) Trams
(2) Tractors
(3) Buses
(4) Trucks
(5) Personal vehicles
(6) Agency vehicles available for movement of personnel and victims

4.6.10 Communication Component.

4.6.10.1 The EAP should include an emergency communication component to establish coordination of all communication systems operating at the venue or event, including the following:

(1) Public address system and digital message board (if available)
(2) Broadcast radio frequency
(3) Two-way radio system, channel assignments, or both
(4) Telephone systems (internal and external)
(5) Cell/satellite systems information
(6) Data systems

4.6.10.2 Consideration should be given to communication challenges that might arise, especially during an emergency, such as the following:

(1) Communication with marshals, response personnel, and administrative/event staff
(2) Notification of guests and participants
(3) Responsibility for the following:
    (a) Communication with the news media
    (b) Authorized release of information and the wording of media releases
    (c) Locations for interviews or press conferences
    (d) Identification of contacts to provide information
(4) Communication systems failures due to equipment failure, interference, or systems overload

4.6.10.3 Where a backup communication system that could be used in the event of a failure of the primary system is identified, the backup system should consist of a technology sufficiently different from the primary system to make failure unlikely in the event of a primary system failure.

4.6.10.4 Pre-event testing of communication systems should be part of the EAP. It might not be possible to test some parts of the system until the event is in full progress. At that time, problems related to equipment positioning and radio channel interference might first become apparent, and alternatives should be considered.

4.7 Pre-Event Agreements.

4.7.1 Prior arrangements for assistance from outside agencies for resources such as fire, rescue, law enforcement, EMS, and contracted services should be established where needed.

4.7.2 Incidents or events that might require multiple jurisdictional response should be identified.

4.8 Critical Incident Stress Debriefing (CISD).

4.8.1 A process for identifying incidents in which critical incident stress is a significant hazard should be established that includes identifying personnel adversely affected by incident stress and promptly initiating critical incident stress debriefing (CISD).

4.8.2 CISD assistance and resource availability should be identified.

4.9 Death at the Venue. The EAP should include procedures for notification of appropriate authorities and compliance with local statutes in the event of a death at the venue.

4.10 Emergency Action Plan Review.

4.10.1 The EAP should be reviewed periodically and changed as appropriate to meet current or future conditions.

4.10.2 A post-incident review should be held with participating agencies to identify practices that could benefit from additional attention or plan revision.

4.11 Emergency Action Plan Checklist. The use of a checklist might help event organizers verify that their EAP has addressed all appropriate elements. Figure 4.11 shows an emergency action plan checklist that can be modified as appropriate to fit local needs.

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EMERGENCY ACTION PLAN CHECKLIST

EAP Component	Yes	No	Assistance Needed and Possible Resource(s)	Notes
Plan Distribution				
Local public safety	❑	❑		
Sanction body	❑	❑		
Event coordinator	❑	❑		
Track management	❑	❑		
Subcontractors	❑	❑		
Management Structure				
Incident commander	❑	❑		
Operations officer	❑	❑		
Safety officer	❑	❑		
Unified command	❑	❑		
Personnel				
Liaison Officer	❑	❑		
Communications Officer	❑	❑		
Public Information Officer	❑	❑		
Other positions	❑	❑		
Responsibility of track personnel detailed	❑	❑		
Consistent with and coordinated with emergency operations plans of authorities having jurisdiction	❑	❑		
Access to on-site emergency services	❑	❑		
Access to off-site emergency services	❑	❑		
Command post identified	❑	❑		
Resource staging location identified	❑	❑		
Communication System				
On-site	❑	❑		
Off-site	❑	❑		
Radio	❑	❑		
Telephone	❑	❑		
Centralized system	❑	❑		
Testing of system	❑	❑		
Release of information to media considered	❑	❑		
Site maps	❑	❑		

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FIGURE 4.11 Sample Checklist for Verifying Completeness of an EAP.

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EMERGENCY ACTION PLAN CHECKLIST (Continued)

EAP Component	Yes	No	Assistance Needed and Possible Resource(s)	Notes
Fire Protection Plan				
Hazards identified	❑	❑		
Equipment Resources				
On-site	❑	❑		
Off-site	❑	❑		
Personnel Resources				
On-site	❑	❑		
Off-site	❑	❑		
Traffic Control				
On-site	❑	❑		
Off-site	❑	❑		
Mass transport resources identified	❑	❑		
Emergency Medical Services				
On-site	❑	❑		
Off-site	❑	❑		
Does the EAP include methods for handling the following:				
Multi-casualty incidents	❑	❑		
Terrorist incidents	❑	❑		
Hazardous materials incidents	❑	❑		
Environmental and weather incidents	❑	❑		
Evacuation decisions, process, and notification methods	❑	❑		
Death management	❑	❑		
Critical incident stress management	❑	❑		
Process identified for receiving government weather and other warnings	❑	❑		
Transportation resources identified	❑	❑		
Arrangements for requesting and receiving outside assistance when necessary	❑	❑		
Critical incident stress debriefing available	❑	❑		
Process for handling death on venue property	❑	❑		
Process for amending and updating plan	❑	❑		

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FIGURE 4.11 *Continued*

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Chapter 5 Training and Competency

5.1 General. Any paid or volunteer personnel having an assignment or defined responsibility with a motorsports facility or serving a designated function at a motorsports venue should be informed or trained using the levels defined in Section 5.2 through 5.6 commensurate with their assigned function.

5.2 Motorsports Safety Awareness Level.

5.2.1 Personnel expected to function at the motorsports safety awareness level should be informed of the following:

(1) The facility's layout for the portion of the facility with which they are directly involved and the possible hazards
(2) How to call for assistance
(3) Their role, if any, in the emergency action plan

5.2.2 Information provided to personnel, if applicable, should include the following:

(1) Hazards that exist in their area of operation and the potential incidents associated with those hazards
(2) How to recognize the presence of a hazardous situation or safety threat
(3) How to identify an emergency incident
(4) Basic safety measures to be taken to protect themselves from the risks associated with the incident
(5) When immediate assistance is to be sought and how to make appropriate notifications as identified in the emergency action plan
(6) Reasonable and prudent initial actions to be taken that might reduce the severity of the incident
(7) Understanding of their role in the incident management system (IMS) and the public relations plan contained within the EAP
(8) Facility features and access/egress points for the facility

5.2.3 It is not the intent to expect someone informed at the awareness level to take an aggressive role in reducing the severity of the incident. However, there might be actions that personnel could take while moving to a safe area, such as closing a door, shutting off a fuel valve on a burner, shutting off a power switch, or directing people away from the incident area, as such actions could reduce the severity of the incident without jeopardizing their personal safety. *[See 5.2.2(6).]*

5.2.4 The motorsports safety awareness level training might be accomplished with a briefing, a handout that can include a map, or both.

5.3 Motorsports Safety Operations Level.

5.3.1 Personnel expected to function at the motorsports safety operations level should meet the following criteria:

(1) They should be informed to the motorsports safety awareness level.
(2) They should have knowledge of the facilities and the event-specific hazards.
(3) They should know how to call for emergency assistance.
(4) They should be able to take first emergency mitigation actions in their areas of operation.
(5) They should be able to fulfill their role in the emergency action plan.

5.3.2 Training for motorsports safety operations level personnel should develop the person's knowledge and skills so they have the ability to do the following:

(1) Recognize and identify hazards
(2) Select and properly use personal protective equipment appropriate to the function or assignment
(3) Function within an assigned role in the IMS
(4) Suppress incipient fires with a portable fire extinguisher
(5) Perform hazard control operations, incident mitigation, and rescue operations within the capabilities of the resources and personal protective equipment (PPE) available in their assigned area of operations
(6) Use basic equipment and follow established emergency procedures
(7) Take appropriate measures to assist or rescue victims
(8) Use the appropriate procedures to return to routine operation

5.3.3 Motorsports safety operations level personnel typically include the following:

(1) Pit area fire fighters
(2) On-track clean-up, repair, and maintenance workers
(3) Off-track emergency responders
(4) Track emergency medical personnel (non-rescue)
(5) Marshals
(6) Recovery workers
(7) Security
(8) Event/venue officials

5.4 Motorsports Safety Technician Level.

5.4.1 Personnel expected to function at the motorsports safety technician level should meet the following criteria:

(1) They should have the knowledge, skills, and ability to function at the motorsports safety operations level.
(2) They should have knowledge of the facilities and the event-specific hazards.
(3) They should have knowledge of the type of competitive vehicles and specific features and hazards associated with those vehicles.
(4) They should understand how to take emergency mitigation actions in their areas of operation.
(5) They should understand their role in the emergency action plan.

5.4.2 Training for motorsports safety technician level personnel should develop the person's knowledge and skills so they have the ability to do the following:

(1) Implement those segments of the venue's EAP associated with their assignment
(2) Function within an assigned role in the IMS
(3) Select and properly use PPE for the technician level
(4) Use hazard and risk assessment techniques
(5) Suppress fires that are commonly expected at the venue/event or in the areas covered by their specific assignment, given appropriate equipment
(6) Perform advanced hazard control operations, incident mitigation, and rescue operations within the capabilities of the resources and personal protective equipment available in their assigned area of operations
(7) Extricate or remove victims
(8) Conduct basic patient assessment, initiate patient care, and call for appropriate medical support
(9) Use event-specific special equipment including power tools used to cut or remove vehicle body and structural components
(10) Apply the relevant standard operating procedures
(11) Implement the procedures to return to routine operation

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5.4.3 Typically, persons trained to the motorsports safety technician level include the following:

(1) Pit area fire fighters
(2) Track fire fighters
(3) Combination or cross-trained personnel responsible for extrication, rescue, EMS, or any combination thereof.

5.5 Motorsports Safety Specialist Level.

5.5.1 Personnel expected to function to the motorsports safety specialist level should meet the following criteria:

(1) They should have the knowledge, skills, and ability to function at the motorsports safety operations level.
(2) They should have a specific knowledge, skill, or ability to take specialized mitigation actions in their demonstrated areas of expertise.
(3) They should understand their role in the EAP.

5.5.2 Training for motorsports safety specialist level personnel should develop the person's knowledge and skills so they have the ability to do the following:

(1) Select and use specialized equipment and personal protective equipment and apply procedures necessary to perform their assigned function
(2) Perform specific and specialized hazard control operations, incident mitigation operations, or rescue operations within the capabilities of the resources in their specific area of operations

5.5.3 Typically, motorsports safety specialists include the following:

(1) On-track physicians
(2) Hazardous entry specialists
(3) Stabilization and extrication specialists
(4) Specialized track maintenance personnel

5.6 Motorsports Safety Command Manager.

5.6.1 Personnel expected to function to the motorsports safety command manager level should meet the following criteria:

(1) They should have the knowledge, skills, and ability to function at the motorsports safety operations level.
(2) They should have detailed knowledge of the facilities and the event-specific hazards.
(3) They should be able to command or direct emergency mitigation actions.
(4) They should understand the roles of all persons involved in the EAP.

5.6.2 Training for motorsports safety command manager level personnel should develop the person's knowledge and skills so they have the ability to do the following:

(1) Implement and direct the IMS
(2) Implement and manage the event/venue EAP
(3) Identify and understand the hazards and risks to personnel working in motorsports safety roles
(4) Activate and coordinate efforts with external emergency resources

Chapter 6 Personal Protective Equipment

6.1 General.

6.1.1 All personnel with assigned responsibilities at a motorsports venue should wear appropriate personal protective equipment (PPE) commensurate with the hazards associated with their assignment.

6.1.2 A personal protective equipment (PPE) program should be established that might contain such items as the following:

(1) PPE selection and use
(2) Storage, maintenance, and inspection procedures
(3) Training considerations

6.1.3 Personnel functioning in multiple capacities should wear PPE commensurate with the task associated with the highest level of exposure. For example, personnel whose primary responsibility is EMS might also be responsible for fire fighting. When such personnel are performing the more hazardous duty, in this case fire fighting, they should be protected to that higher level when performing that task. Therefore, members can be attired in their EMS uniform, while having the fire-fighting PPE available for use when a fire occurs.

6.1.4 PPE should be selected and used in accordance with the manufacturer's instructions. Some protective clothing designed for motorsports competitive use is not intended for fire-fighting use.

6.1.5 During selection of PPE, careful consideration should be given to fit and comfort. PPE that fits poorly will not afford the necessary protection. Initial and continued wearing of the PPE is more likely if it fits the wearer comfortably.

6.1.6 PPE should be maintained and stored in accordance with the manufacturer's instructions.

6.1.7 PPE alone should not be relied on to provide all levels of protection against all hazards.

6.1.7.1 PPE should be used in conjunction with proper use of tools and equipment, proper training, standard operating guidelines, and deployment of personnel to minimize the risk(s) to responders.

6.1.7.2 PPE is designed to provide a specific level of protection, and the user should not attempt to exceed this level.

6.2 Eye Protection.

6.2.1 Care should be taken to recognize the possibility of multiple and simultaneous exposure to a variety of eye hazards. A list of the hazards expected to be encountered should be developed. Examples of the expected hazards are impact from flying debris, dust, heat, chemical splash, bloodborne pathogens, glare, and optical radiation from welding or a cutting torch.

6.2.2 Personnel exposed to a potential hazard or dealing with a specific incident should use primary face and eye protection appropriate for that given specific hazard.

6.2.3 Face and eye protection should meet the requirements of ANSI Z87.1, *Practice for Occupational and Educational Eye and Face Protection*, Selection Chart.

6.2.4 Emergency medical personnel or others with potential exposure to bloodborne pathogens should wear eye protection in accordance with the requirements of 29 CFR 1910.1030, "Bloodborne pathogens."

6.2.5 Persons whose vision requires the use of prescription (Rx) lenses should wear either protective devices fitted with prescription lenses or protective devices designed to be worn over regular prescription eyewear when required.

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6.2.6 Wearers of contact lenses (Rx) should wear appropriate eye and face protection devices in a hazardous environment. Dusty or chemical environments might represent an additional hazard to contact lens wearers.

6.3 Foot Protection.

6.3.1 To diminish the hazards of slips and falls, protective footwear selection should entail design and product review to obtain sure footing. Sole grip, sole stability, and ankle support are essential factors to minimize the risk of fall and slip effects due to environment, ground obstacles, and operations. The terrain features involving motorsports emergency response encompass the entire range of ground conditions found at motorsports venues. Slopes and surface material, the two main factors affecting an emergency responder's ability to move, range from the flat or nearly flat asphalt of a street course to the steep incline and unevenness of a high-banked dirt track. The footwear appropriate for motorsports emergency response in such terrain and surface conditions can be variable.

6.3.2 Track clean-up personnel, recovery personnel, marshals, and EMS personnel should wear appropriate closed-toe protective footwear commensurate with the tasks they routinely perform.

6.3.2.1 Purpose-built shoes designed expressly for the needs of an emergency response team can be used but should consist of a sole with heel, totally enclosed upper of leather or heat-flame-resistant material, insole, and shank, and should provide some amount of penetration, impact, and compression protection. Both the sole and heel should be of nonslip tread. Additional considerations should include double-welt construction, toe and metatarsal protection, and bloodborne pathogen protection.

6.3.2.2 Boots complying with NFPA 1951, *Standard on Protective Ensemble for USAR Operations*; NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*; or ANSI Z41, *American National Standard for Personal Protection — Protective Footwear*, are examples of boots that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user.

6.3.3 Personnel who engage in fire fighting or are exposed to the hazards of fire fighting should wear footwear that provides protection as recommended in 6.3.2.1 plus thermal protection. Boots complying with NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting*, or NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*, are examples of boots that could be chosen. Other purpose-built footwear that incorporates the protection features of these standards but that might not specifically meet the standards could be worn if approved by the authority having jurisdiction.

6.4 Hand Protection.

6.4.1 The activities of each function should be studied to determine the degree of dexterity required and the duration, frequency, and degree of exposure to the hazard. No single glove can provide protection against all potential hand hazards.

6.4.2 Track clean-up and recovery personnel should wear gloves that provide protection from heat, sharp objects, or rough surfaces.

6.4.3 Fire-fighting personnel should wear gloves that provide thermal protection, conductive heat resistance, flame resistance, cut resistance, puncture resistance, dexterity, and grip characteristics. Gloves complying with NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting*, or NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting*, are examples of gloves that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user.

6.4.4 Personnel engaged in extrication should wear gloves that provide thermal protection, conductive heat resistance, cut resistance, puncture resistance, dexterity, and grip characteristics. Gloves complying with NFPA 1951, *Standard on Protective Ensemble for USAR Operations;* NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting;* or NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting,* are examples of gloves that could be chosen. These standards are noted for guidance and suggestion and are not intended to limit the user.

6.4.5 Personnel should wear emergency medical gloves when providing emergency medical care that exposes them to the hazards of bloodborne pathogens.

6.4.5.1 Medical gloves should be single-use, disposable, and meet the requirements of ASTM D 3578, *Standard Specification for Rubber Examination Gloves*.

6.4.5.2 Universal precautions should be followed when treating any victim of illness or injury. Different localities and jurisdictions mandate different levels of protection for the worker. NFPA 1581, *Standard on Fire Department Infection Control Program*, and 29 CFR 1910.1030, "Bloodborne pathogens," can be used as reference to determine the proper level of protection for the worker.

6.5 Head Protection.

6.5.1 Thermal Protection.

6.5.1.1 Thermal protection should be provided by a protective hood designed to provide limited protection to the head, face, and neck.

6.5.1.2 Pit area fire fighters and track fire fighters involved in fire suppression operations should wear a hood that meets NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting*.

6.5.1.3 EMS and rescue personnel who might be exposed to flash fire should wear a hood that meets NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting*, or SFI 3.3, *Driver Accessories*.

6.5.2 Impact Protection.

6.5.2.1 Personnel riding in or on response vehicles should be seated and restrained with a safety belt at all times while the vehicle is in motion.

6.5.2.2 If the job function is such that personnel cannot be seated and belted, they should wear impact protection that provides protection for the head. Helmets that meet the requirements of Snell SA-90, SA-95, or SA2000, *Standard For Protective Headgear For Use in Competitive Automotive Sports*; Snell M-90, M-95, or M2000, *Standard For Protective Headgear For Use With Motorcycles And Other Motorized Vehicles*; SFI Specification 31.0A, *Open Face and Closed Face Helmets*; SFI Specification 41.0A, *Open Face and Closed Face Motorsports Helmets;* or DOT helmets are some examples of the type of head protection that could be worn by personnel exposed to falls from moving vehicles. These documents are noted for guidance and suggestion and are not intended to limit the user.

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6.5.2.3 Pit area fire fighters who are exposed to the hazards of flying debris and tools should consider wearing head protection that provides impact protection.

6.6 Hearing Protection. Hearing protection should be worn by all personnel exposed to high noise level hazards.

6.7 Garment Protection.

6.7.1 Pit fire fighters, track fire fighters, and rescue personnel have the potential to be exposed to both flash fires and running fuel fires and should be protected from the dangers from both types of fires as well as the radiant heat expected while engaged in fire-fighting operations.

6.7.2 Pit area fire fighters, track fire fighters, and certain rescue personnel who actively engage in or are exposed to the hazards of fire fighting should wear a protective garment that meets or exceeds NFPA 1971, *Standard on Protective Ensemble for Structural Fire Fighting*, or meets or exceeds SFI 3.2A-5, *Driver Suits*, used in conjunction with fire-resistive thermal protection underwear.

6.7.3 EMS personnel or rescue personnel who are actively engaged in extrication that exposes the personnel to flash fires should wear a protective garment that meets NFPA 1951, *Standard on Protective Ensemble for USAR Operations*; NFPA 1977, *Standard on Protective Clothing and Equipment for Wildland Fire Fighting;* or SFI 3.2A-1, *Driver Suits*. EMS personnel who do not participate in extrication should be protected as outlined in 6.7.6.

6.7.4 Personnel who actively engage in or are exposed to the hazards of fire fighting should avoid wearing clothing that is considered unsafe due to poor thermal stability or poor flame-resistant characteristics, such as nylon or polyester. Such garments could cause injury to the wearer despite the appropriate protective garments worn over or under such clothing.

6.7.5 Track clean-up and recovery personnel and marshals should wear cotton, wool, or similarly flame-retardant, long-sleeved, long-legged clothing.

6.7.6 All EMS personnel should use appropriate PPE when providing emergency medical care that potentially exposes the personnel to the hazards of bloodborne pathogens. The federal OSHA standard 29 CFR 1910.1030(c)(3)(i) defines protective equipment as "appropriate" only if it does not permit blood or other potentially infectious materials to pass through to or reach the employee's work clothes, street clothes, undergarments, skin, eyes, mouth, or other mucous membranes under normal conditions of use and for the duration of time that the protective equipment will be used.

6.7.7 Personnel operating at motorsports events should be attired in clothing that provides function identification and maximum visibility within the operational environment.

Chapter 7 Equipment

7.1 General. The goal of emergency services personnel at any motorsports venue/event should be to respond to an emergency situation within the motorsports competition and paddock areas with minimal time delays and with the necessary equipment to handle the incident and to protect persons from further injury.

7.2 Fire Suppression Equipment. Fire suppression equipment should be available for immediate deployment at a motorsports venue. Such equipment is the first line of defense in the event of a fire. Fire suppression equipment can be divided into two categories: portable fire extinguishers and motorized fire-fighting apparatus.

7.2.1 Portable Extinguishers. NFPA 10, *Standard for Portable Fire Extinguishers*, provides detailed information about the selection, use, and maintenance of portable fire extinguishers.

7.2.1.1 The four common classes of fires are as follows:

(1) Class A, which are fires in ordinary combustible materials such as wood, paper, cloth, rubber, and many plastics
(2) Class B, which are fires in flammable liquids such as gasoline, alcohol, and nitromethane; and combustible liquids such as diesel oil, motor oil, and greases
(3) Class C, which are fires of the Class A and Class B types, which occur in energized electrical equipment
(4) Class D, which are fires in combustible metals such as magnesium and titanium

7.2.1.2 In Class C fires, the user of the fire extinguisher must be concerned with the conductivity of the extinguishing agent. Water should not be used on fires involving energized electrical equipment, as it exposes the user to the risk of electrocution.

7.2.1.3 In Class D fires, application of water might cause a violent reaction.

7.2.1.4 Only listed and labeled portable fire extinguishers should be used to ensure that compliance with minimum construction and performance requirements has been met.

7.2.1.5 The size of the portable fire extinguisher should be matched to the hazard that is being protected. The extinguisher or a combination of extinguishers must be able to extinguish the various types of fires that might occur in each area to be protected. In the case of exotic fuels or special hazards, it might be necessary to refer to material safety data sheets (MSDS) for health hazards and special fire-fighting agents or equipment that should be used. Some materials used in the construction of motorsports vehicles might present health hazards, unique extinguishing requirements, or both.

7.2.1.6 Each fire extinguisher should be inspected before each deployment for an event.

7.2.1.6.1 The person inspecting the extinguisher should look for evidence of damage such as dents and corrosion.

7.2.1.6.2 The person inspecting the extinguisher should also check the pressure gauge to verify that the extinguisher is fully charged, since an extinguisher will not operate if the pressure has leaked out.

7.2.1.6.3 The fire extinguisher nozzle should be examined to make certain that mud, insects, or insect nests have not blocked it.

7.2.1.6.4 If there are any problems detected during the inspection, the extinguisher should be replaced immediately so that, in an emergency, a fully functional fire extinguisher will be available.

7.2.1.7 Each extinguisher should be maintained annually by a fire extinguisher service professional. Professional maintenance businesses are listed in the Yellow Pages of the local phone book. The local fire department should also be able to provide relevant information on the maintenance of

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fire extinguishers. This annual examination and maintenance is essential to ensure the extinguishers will operate as intended. Pressure vessels such as fire extinguishers require periodic disassembly, internal inspection, and pressure testing to be certain they are safe for use.

7.2.1.8 Fire extinguishers should be placed at intervals around the competition area to facilitate rapid deployment and application. It might also be necessary to provide other types of suppression agents or backup fire suppression capabilities such as water buckets or supplied water hose reels. It is important that properly trained personnel are stationed near the extinguishers to minimize response time during a fire.

7.2.1.9 Fire extinguishers or other fire-fighting equipment should also be available in areas designated for working on competitive vehicles. These areas can include garages, paddock areas, staging areas, and pit areas not adjacent to the competition area. Fire extinguishers should also be available anywhere fuel is transferred from one container to another, whether from fuel storage facilities to a vehicle or intermediate container, or from an intermediate container to a vehicle.

7.2.2 Motorized Fire-Fighting Vehicles/Apparatus. A motorized fire-fighting vehicle should be provided where the distances are such that there is not time for a sufficient number of emergency services personnel with portable extinguishers to respond on foot, or where there is a potential need for fire-fighting capability beyond that which can be delivered with portable fire extinguishers. The size and layout of the competition area to be covered, the access points, and the type of motorsports event to be held must all be considerations when determining on-track fire suppression needs.

7.2.2.1 The motorized fire-fighting vehicle can be a specifically designed fire-fighting apparatus, or a vehicle as simple as a pickup truck, quad-runner, or golf cart–type vehicle equipped with fire-fighting equipment.

7.2.2.2 The motorized fire-fighting vehicle should be equipped with a fire-extinguishing agent(s) appropriate for the hazard expected to be encountered, which might include one or more of the following:

(1) A large listed and labeled portable fire extinguisher mounted in or secured to the vehicle, which typically contains about 57 kg (125 lb) or more of a dry chemical extinguishing agent that is discharged through a hose with a control nozzle at the end of the hose
(2) A minimum 285-L (75-gal) water tank with a pump or a pressurized water tank and 15 m to 30 m (50 ft to 100 ft) of hose with appropriate fire-fighting nozzle, with consideration given to the following:
    (a) In certain types of motorsports or with certain fuels, a fire suppression additive might be appropriate for use in the water.
    (b) Such additives should be used in compliance with the manufacturer's recommendations.
(3) One or more portable fire extinguishers with a rating of at least 80-B:C each and one or more 9.5-L (2.5-gal) pressurized water extinguishers
(4) Additional fire extinguishers listed and labeled for Class D fires or special extinguishing agents appropriate for the special hazards of the motorsports type, if needed

7.2.2.3 The following rescue and clean-up tools and equipment as appropriate for the type of event should be provided on a motorized fire-fighting vehicle or a rescue vehicle:

(1) Tool box with common hand tools and seat belt cutter
(2) Heavy tools such as a pry bar, bolt cutters, flat shovel, crowbar, sledge hammer, and crash axe
(3) A tow strap or rope of approximately 10 m (30 ft)
(4) Push brooms
(5) Containers of coarse, oil-absorbent material, fine oil-absorbent material, or both

7.2.2.4 All of the equipment carried on the vehicle should be securely mounted to the vehicle to ensure its arrival at the incident scene.

7.3 Rescue and Extrication Equipment. Rescue and extrication equipment to release a driver or any other persons trapped as a result of an accident in the competition area should be available. Such equipment might include manual, electric, hydraulic, or otherwise powered spreaders and cutters. Hand or power saws designed for the anticipated materials to be cut should also be available.

7.3.1 Rescue cutting equipment should be sufficient to cut roll bars, the vehicle body, or cockpit materials of the type found in motorsports competitive vehicles expected at an event.

7.3.2 The equipment should be on site at the venue or close by with a local emergency response agency with the capability and willingness to respond to the venue.

7.3.3 All powered rescue tools should be in compliance with NFPA 1936, *Standard on Powered Rescue Tool Systems.*

7.4 Emergency Medical Services.

7.4.1 EMS should be provided in accordance with the requirements of the local authority with legal responsibility for setting EMS requirements. Consideration should be given to providing emergency medical capability on site, depending on the type of event and locally available resources.

7.4.2 Methods of EMS delivery could include the following:

(1) Advanced life support (ALS) unit(s) on site
(2) Basic life support (BLS) unit(s) on site
(3) BLS provider(s) with equipment on site with local medical transport available
(4) Off-site local emergency medical provider

7.4.3 Ambulances and other EMS vehicles used at the venue should be equipped in accordance with the requirements of the local authority or state and national regulations.

7.4.4 At any event where competitive speeds will exceed normal highway limits and where there is wheel-to-wheel competition or where the horsepower exceeds that of consumer/production vehicles, an ambulance(s) equipped to no less than the standard of care of the surrounding community and staffed by no less than two certified emergency medical personnel should be available on site.

7.4.5 The number of the units and the level of care should be consistent with local standards of care for EMS and relative to the size of the venue and number of attendees expected.

7.5 Hazardous Materials Mitigation. Equipment and materials to handle hazardous material spill mitigation and disposal should be available based on the hazardous materials present at the venue and the potential for a spill. The equipment and materials might vary depending on the design of the course and the type of motorsports event to be held. All containment and clean-up procedures should conform to federal, state, and local governmental regulations.

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7.6 Course Clean-Up Equipment. Course clean-up equipment should be available. This equipment might be as simple as brooms, shovels, and leaf/lawn blowers used with absorbent materials, or as elaborate as special vehicles designed to spread and pick up items such as absorbent materials, motorized blowers or jets, street–type vacuums, and mechanized street brushes. The clean-up equipment needed will depend on the competition area size and type and the expected event type.

7.7 Communications. Portable communications equipment should be provided to allow designated emergency services personnel to communicate with the event/venue official and with each other.

7.8 Recovery Equipment. Recovery equipment includes boom–type tow trucks, flat bed tow trucks (rollbacks), or any other specialized equipment appropriate for removing crashed or disabled vehicles from the competition area. The type and amount of equipment will vary depending on the type of vehicles entered in the competition, the design of the particular competition area, and the urgency for resuming full racing competition.

7.9 Vehicle Marking. Response vehicles used on a competition area where movement of competitive vehicles continues after an incident should be conspicuously marked and have appropriate visual warning devices. All on-course emergency, clean-up, or recovery vehicles should be equipped with some type of manually operated, portable visual warning devices to be deployed by personnel working on the competition area. These warning devices can include flags, lights, signs, or paddles or any combination thereof.

7.10 Parking or Staging Areas. Safe parking areas, staging areas, or both, should be provided for response vehicles. These response vehicles should be staged in proximity to the competition area for easy access but should be protected by barriers or space from potential collision with competition vehicles.

Chapter 8 Operations

8.1 General. The success of emergency operations does not depend only on emergency action planning, training and equipping of personnel, and provision of equipment. It is equally important that all personnel understand the nature of the specific event and their roles in the emergency operations.

8.2 Pre-Event Planning. The venue manager should review the equipment and capabilities of the on-site staff and emergency personnel with the event/venue officials or sanctioning body officials. Where the needs for emergency services exceed the on-site capability, the venue manager should determine how the required emergency services should be provided.

8.3 Review of Emergency Action Plan (EAP). The emergency action plan (EAP) should be reviewed to ensure that the requirements defined in the plan with regard to handling on-site emergencies can be met with the resources available. Where the plan calls for using off-site resources, a check should be made to verify that those resources have been contacted, are aware of the event, and are available.

8.4 Review of Operational Readiness. The overall event emergency operations checklist shown in Figure 8.4 is provided to assist the venue manager in preparing for and providing emergency services at a motorsports venue. The venue manager should adapt this checklist to the specific needs of the motorsports venue. Such adaptation could include adding items on the list for larger venues or disregarding items on the list if they are not applicable.

8.5 Individual Fire Crews.

8.5.1 Individual fire crews should be provided with written information or should otherwise be briefed to ensure they have the following information to assist them in understanding, preparing for, and executing its role during an emergency:

(1) Name of the individual to whom the crew reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as replacing an ill crew member or used or broken equipment, if problems need to be resolved, or if information is needed, such as updates on the status of the event(s)
(3) Names of the other members of the crew and identification of individual crew member assignments
(4) Individual crew member assignments at the venue, including where each crew member is stationed and identification of each member's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the crew's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the crew's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the crew is expected to start its assignment and when, or under what situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.5.2 Figure 8.5.2 shows a form that, if completed, will provide the fire crew with the necessary information recommended in 8.5.1.

8.6 Individual Rescue Crews.

8.6.1 Each rescue crew should be provided with written information or should otherwise be briefed to ensure that it has the following information to assist it in understanding, preparing for, and executing its role during an emergency:

(1) Name of the individual to whom the crew reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as replacing an ill crew member or used or broken equipment, if problems need to be resolved, or if information is needed, such as updates on the status of the event(s)
(3) Names of the other members of the crew and identification of individual crew member assignments
(4) Individual crew member assignments at the venue, including where each crew member is stationed and identification of each member's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the crew's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the crew's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the crew is expected to start its assignment and when, or under what situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.6.2 Figure 8.6.2 shows a form that, if completed, will provide the rescue crew with the necessary information recommended in 8.6.1.

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OVERALL EVENT EMERGENCY OPERATIONS CHECKLIST

Event evaluated for potential fire and rescue needs

_____ Type of event, i.e., competition, performance, training, demonstration, or testing

_____ Type of participating vehicles

_____ Type of fuel and location where vehicles are to be refueled

_____ Number of spectators and their access to competition area

Emergency services personnel

_____ Incident commander assigned

_____ Sufficient personnel available

_____ Personnel and crews assigned

_____ Crew function(s) assigned

_____ Daily briefings conducted

_____ Specific operations checklists distributed to individuals and crews

Fire suppression equipment

_____ Adequate equipment available on site

_____ Equipment checked for proper operation

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

_____ Backup supplies or inventories available

_____ Additional equipment available off site

_____ Persons providing off site equipment or service aware of event and their role

Rescue equipment

_____ Adequate equipment available on site

_____ Equipment checked for proper operation

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

_____ Additional equipment available off site

_____ Persons providing off site equipment or service aware of event and their role

EMS equipment

_____ Adequate equipment available on site

_____ Equipment checked for proper operation

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

_____ Additional equipment available off site

_____ Persons providing off site equipment or service aware of event and their role

Recovery equipment

_____ Adequate equipment available on site

_____ Equipment checked for proper operation

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

_____ Additional equipment available off site

_____ Persons providing off-site equipment or service are aware of event and their role

Clean-up equipment

_____ Adequate equipment available on site

_____ Equipment checked for proper operation

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

_____ Additional equipment available off site

_____ Persons providing off-site equipment or services aware of event and their role

Communications systems and equipment

_____ Adequate equipment available on site

_____ Equipment operational and tested

_____ Technical support for communications equipment problems identified

_____ Unit designations/radio call sign assigned

_____ Equipment issued to persons expected to use it

_____ Equipment properly deployed

Deployment of emergency personnel

_____ Dispatch procedures in place

_____ Emergency personnel briefed on when to respond

_____ Emergency personnel briefed on their role at incident

Method of replenishing resources after use during the event identified

_____ EMS supplies

_____ Suppression agents

_____ Staff

Transportation plan in place to support security, fire, rescue, EMS, and recovery operations

_____ Routing in and out of venue and access points

_____ Movement of emergency vehicles within the venue

_____ Helicopter landing zone identified

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FIGURE 8.4 Sample Emergency Operations Checklist.

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FIRE CREW INFORMATION SHEET

Event: _____ Date: _____

Crew designation: _____

Crew reports to: _____

Members of the crew:

Crew Chief/Supervisor: _____

Crew members: _____

_____

_____

Crew station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The crew chief/supervisor should ensure that all members of the crew understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to the crew.

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FIGURE 8.5.2 Sample Form for Providing Information to Fire Crews.

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RESCUE CREW INFORMATION SHEET

Event: _____ Date: _____

Crew designation: _____

Crew reports to: _____

Members of the crew:

Crew Chief/Supervisor: _____

Crew members: _____

_____

_____

Crew station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The crew chief/supervisor should ensure that all members of the crew understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to the crew.

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FIGURE 8.6.2 Sample Form for Providing Information to Rescue Crews.

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8.7 Individual EMS Crews.

8.7.1 Each EMS crew should be provided with written information or should otherwise be briefed to ensure that it has the following information to assist it in understanding, preparing for, and executing its role during an emergency:

(1) Name of the individual to whom the crew reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as replacing an ill crew member or used or broken equipment, if problems need to be resolved, or if information is needed, such as updates on the status of the event(s)
(3) Names of the other members of the crew and identification of individual crew member assignments
(4) Individual crew member assignments at the venue, including where each crew member is stationed and identification of each member's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the crew's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the crew's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the crew is expected to start its assignment and when, or under what situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.7.2 Figure 8.7.2 shows a form that, if completed, will provide the EMS crew with the necessary information recommended in 8.7.1.

8.8 Individual Recovery Crews.

8.8.1 Each recovery crew should be provided with written information or should otherwise be briefed to ensure that it has the following information to assist it in understanding, preparing for, and executing its role during an emergency:

(1) Name of the individual to whom the crew reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as replacing an ill crew member or used or broken equipment, if problems need to be resolved, or if information is needed, such as updates on the status of the event(s)
(3) Names of the other members of the crew and identification of individual crew member assignments
(4) Individual crew member assignments at the venue, including where each crew member is stationed and identification of each member's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the crew's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the crew's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the crew is expected to start its assignment and when, or under what situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.8.2 Figure 8.8.2 shows a form that, if completed, will provide the recovery crew with the necessary information recommended in 8.8.1.

8.9 Individual Clean-Up Crews.

8.9.1 Each clean-up crew should be provided with written information or should otherwise be briefed to ensure that it has the following information to assist it in understanding, preparing for, and executing its role during an emergency:

(1) Name of the individual to whom the crew reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as replacing an ill crew member or used or broken equipment, if problems need to be resolved, or if information is needed, such as updates on the status of the event(s)
(3) Names of the other members of the crew and identification of individual crew member assignments
(4) Individual crew member assignments at the venue, including where each crew member is stationed and identification of each member's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the crew's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the crew's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the crew is expected to start its assignment and when, or under what situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.9.2 Figure 8.9.2 shows a form that, if completed, will provide the clean-up crew with the necessary information recommended in 8.9.1.

8.10 Individual Marshals.

8.10.1 Each marshal should be provided with written information or should otherwise be briefed to ensure that he or she has been provided with the following information to assist him or her in understanding, preparing for, and executing his or her role during an emergency:

(1) Name of the individual to whom the marshal reports and that individual's position in the chain of command
(2) Name(s) of individual(s) to call if needs develop such as getting a replacement if he or she becomes ill or getting used or broken equipment replaced, or if problems need to be resolved or information is needed, such as updates on the status of the event(s)
(3) Names of adjacent marshals
(4) Individual marshal assignment(s) at the venue, including where each marshal is stationed and identification of each marshal's geographic area of responsibility
(5) Identification of the appropriate personal protective equipment (PPE) for the marshal's assignment
(6) Equipment provided for the assignment
(7) Means of communicating the marshal's status and needs including, as appropriate, the radio frequencies to be used
(8) Time the marshal is expected to start his or her assignment and when, or under which situations, the assignment is considered to be complete
(9) Identification of the dispatcher or circumstances under which the crew is to respond to render assistance

8.10.2 Figure 8.10.2 shows a form that, if completed, will provide the marshal with the necessary information recommended in 8.10.1.

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EMS CREW INFORMATION SHEET

Event: _____ Date: _____

Crew designation: _____

Crew reports to: _____

Members of the crew:

Crew Chief/Supervisor: _____

Crew members: _____

_____

_____

Crew station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The crew chief/supervisor should ensure that all members of the crew understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to the crew.

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FIGURE 8.7.2 Sample Form for Providing Information to EMS Crews.

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RECOVERY CREW INFORMATION SHEET

Event: _____ Date: _____

Crew designation: _____

Crew reports to: _____

Members of the crew:

Crew Chief/Supervisor: _____

Crew members: _____

_____

_____

Crew station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The crew chief/supervisor should ensure that all members of the crew understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to the crew.

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FIGURE 8.8.2 Sample Form for Providing Information to Recovery Crews.

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CLEAN-UP CREW INFORMATION SHEET

Event: _____ Date: _____

Crew designation: _____

Crew reports to: _____

Members of the crew:

Crew Chief/Supervisor: _____

Crew members: _____

_____

_____

Crew station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The crew chief/supervisor should ensure that all members of the crew understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to the crew.

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FIGURE 8.9.2 Sample Form for Providing Information to Clean-Up Crews.

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MARSHAL INFORMATION SHEET

Event: _____ Date: _____

Marshal reports to: _____

Other marshals working same area: _____

_____

_____

_____

Marshal's station/Assignment: _____

Geographic area of responsibility: _____

_____

_____

_____

Personal protective equipment required for assignment: _____

_____

_____

_____

Tools and equipment required for assignment: _____

_____

_____

_____

Communications equipment required for assignment: _____

_____

_____

Starting time of assignment: _____

Ending time of assignment: _____

Service is to be rendered under the following conditions: _____

_____

_____

_____

Contact for resolving needs or problems: _____

Contact for situation updates: _____

The supervisor of the marshals should ensure that all marshals understand their individual assignments and are familiar with and comfortable deploying and using the equipment assigned to them.

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FIGURE 8.10.2 Sample Form for Providing Information to Marshals.

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Annex A Explanatory Material

Annex A is not a part of the recommendations of this NFPA document but is included for informational purposes only. This annex contains explanatory material, numbered to correspond with the applicable text paragraphs.

A.3.2.1 Approved. The National Fire Protection Association does not approve, inspect, or certify any installations, procedures, equipment, or materials; nor does it approve or evaluate testing laboratories. In determining the acceptability of installations, procedures, equipment, or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure, or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization that is concerned with product evaluations and is thus in a position to determine compliance with appropriate standards for the current production of listed items.

A.3.2.2 Authority Having Jurisdiction (AHJ). The phrase "authority having jurisdiction," or its acronym AHJ, is used in NFPA documents in a broad manner, since jurisdictions and approval agencies vary, as do their responsibilities. Where public safety is primary, the authority having jurisdiction may be a federal, state, local, or other regional department or individual such as a fire chief; fire marshal; chief of a fire prevention bureau, labor department, or health department; building official; electrical inspector; or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the authority having jurisdiction. In many circumstances, the property owner or his or her designated agent assumes the role of the authority having jurisdiction; at government installations, the commanding officer or departmental official may be the authority having jurisdiction.

A.3.2.5 Listed. The means for identifying listed equipment may vary for each organization concerned with product evaluation; some organizations do not recognize equipment as listed unless it is also labeled. The authority having jurisdiction should utilize the system employed by the listing organization to identify a listed product.

A.3.3.20 Marshal. Marshals are also referred to as flaggers, communicators, observers, course marshals, and pit marshals.

A.3.3.31 Paddock Area. At some racing events, the paddock area is referred to as the "pit area" or "garage."

Annex B Sample Speedway Emergency Action Plan

This annex is not a part of the recommendations of this NFPA document but is included for informational purposes only.

B.1 Figure B.1 is an example of a speedway emergency action plan (EAP). It is provided to show the depth of a typical plan in covering procedures, resources, and systems that should be in place during an emergency or disaster situation at a motorsports venue. Users of this document are invited to use portions of this example as is or in a modified format in creating an emergency action plan for their venue.

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Sample Speedway Emergency Action Plan

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FIGURE B.1 Sample Speedway EAP for Use During Motorsports Venues.

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Contact Information

Anyone with questions regarding his or her role in the Emergency Action Plan should contact the Emergency Services Coordinator:

Name _____

Address _____

_____

Telephone _____

Pager _____

E-mail _____

Statement of Purpose

Introduction

The following Emergency Action Plan provides procedures to protect people and property during an emergency or disaster situation. This plan also identifies and assigns personnel to various emergency tasks and responsibilities, thus creating the Site Emergency Team and defines emergency response systems for on-track emergencies and off-track occurrences. This plan also provides for coordination between the Site Emergency Team and government authorities to promote an effective response.

This document describes the emergency management procedures for handling incidents involving everything from minor single vehicle crashes to complex scenes requiring a variety of outside resources. Its primary intent is to give first responders, local fire departments, EMS agencies, and track management an understanding of how they fit into the plan. After reading the plan, personnel should be able to answer the following questions:

(1) What positions might I be required to fill?

(2) Whom would I report to, and whom would I supervise in an emergency incident?

(3) Where should I report in the event of an incident?

All personnel should familiarize themselves with this plan and be able to render assistance as needed in order to reduce injury, loss of life, and property damage. This document includes position descriptions and specific duties required for the positions. Some of the assignments are predetermined for individuals with specialized administrative or support functions.

Incident Management System

An Overview

Emergency incidents on track property are managed using the Incident Management System (IMS). IMS (NFPA 1561, *Standard on Emergency Services Incident Management System*) is a nationally recognized system for managing emergency situations. It is a system with considerable flexibility, allowing it to grow or shrink based on the demands and magnitude of the situation.

A basic IMS operating guideline designates the person responsible for the incident as the "Incident Commander," and is responsible until authority is delegated to another person. Thus, in small situations (like an ambulance response to a call for help involving one victim), where additional personnel are not required, the Incident Commander will manage all aspects of the incident from beginning to end.

As the magnitude of the situation increases, the management structure expands. The goal is to expand the structure in such a way that no more than three to seven people report directly to any single person.

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FIGURE B.1 *Continued*

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Additional layers of management and branches to the management structure are pulled into play as required. An incident, for example, with ten victims is likely to be over quickly and will probably not require a Logistics/Support Section Chief. Instead, The Incident Commander will assign people to the duties coming under that section chief position as needed. An incident with a hundred victims, on the other hand, is likely to require that all positions on the organizational chart be filled.

In a worst case situation, with large numbers of victims and involvement by multiple agencies, the organizational structure evolves into one of "Unified Command," in which representatives of different agencies provide input and direction at the Incident Commander level.

Flexibility is a key element in the IMS. In the evolving emergency situation, positions shift as more appropriate or experienced people arrive. Initially, for example, the Incident Commander will be the most experienced person on the first unit to arrive. That person might become the Operations Section Chief when the track's designee arrives and assumes the position of Incident Commander, and then might be shifted to Transportation Group Leader as the operation expands. Flexibility helps assure that personnel can be utilized to perform needed functions rather than waiting for specific work assigned to them in a written plan. The same flexibility also allows for changes in personnel at specific positions over time if an incident becomes prolonged.

Command

Overall command is the responsibility of the Incident Commander.

The Incident Commander may designate an Operations Section Chief, Medical Branch Director, Fire/Rescue Branch Director, Security Branch Director and/or other appropriate supervisory personnel depending on the nature of the situation.

The Incident Commander is responsible for ensuring the safety of the scene, rescuers, and bystanders. The Incident Commander may appoint a Safety Officer to carry out this responsibility.

The Incident Commander is responsible for ensuring that adequate resources are summoned. Additional requested resources should report to the staging area for assignment.

The track physician/medical director provides on-site medical control. If the track physician/medical director is not available, then medical control resorts to the jurisdictional EMS agency/base hospital physician responsible for medical control under the local EMS regulations.

Law enforcement and/or security are responsible for securing the site for rescue operations.

Equipment, supplies, and personnel are assembled at the staging area, where they are inventoried and dispensed as needed.

Creation of an Incident Command Post

When an incident becomes complex enough to require the appointment of Section Chiefs and/or activation of outside resources, establishment of a command post is essential. The command post should be created at a location with good access and good communications capabilities. It is usually preferred that the command post not be right at the incident location. While the Incident Commander is responsible for selecting a location, the following are prearranged areas that could be used:

Possible Command Post Locations

_____

_____

_____

_____

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FIGURE B.1 *Continued*

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Response Levels

The response to an emergency situation is dictated in part by the commitment of resources required to successfully resolve the problem. The Sample Speedway EAP defines four levels of responses for emergency services.

Level 1 Response. A level 1 response is an emergency that requires no more than the resources to manage one patient requiring advanced life support. Security may respond at its discretion or upon request.

Level 2 Response. An emergency that requires additional resources and manpower above those described for a level 1 response is defined as a level 2 response. A level 2 response includes situations with two or more patients requiring advanced life support or two patients meeting the "Immediate" criteria in the START Triage system (see Figure 6). **A level 2 response requires the naming of an Incident Command Post and announcement of the Incident Command location on the radio.**

Level 3 Response. A level 3 response is an emergency requiring extensive resources, extrication, or other logistical support. A level 3 response includes situations with three or more patients requiring advanced life support or three or more patients falling in the "Immediate" category in the START triage system.

Level 4 Response. A sudden, unexpected or expected event that creates a situation **requiring outside mutual aid** for fire, EMS, and/or law enforcement support results in a level 4 response. The Medical Director, Fire/Safety Director and/or a senior management official for the speedway normally declares this level.

The following items are required for both level 3 and level 4 responses:

(1) The incident name and command post location is announced on the radio.

(2) All incoming units report to the staging area.

(3) The Incident Commander establishes the Operations Section.

(4) The Incident Commander position is transferred to the speedway's senior management official or designee.

(5) The Incident Management Team reports to its predesignated assignments.

(6) The Incident Command Post is activated, and a Unified Command is established as needed with local law enforcement, EMS, and fire officials.

In a level 4 incident, it is essential that a jurisdictional fire agency official work directly with the designated Operations Chief to get the most out of the internal and external resources.

Operational Overview

Figure 1 shows how the Incident Management System would function in a large multi-casualty situation. While its complexity may appear overwhelming at first, it can be used as a reminder of items that must be considered even in a smaller situation. For example, documentation of the evolving incident, handling of claims from injured rescue workers, and feeding workers as the incident becomes prolonged are items that could easily be overlooked.

Level 1 Response

At the time of the initial response to an incident, the first responding unit handles all command and general staff responsibilities. Additional arriving resources become triage and treatment personnel as dictated by the size of the incident.

In a level 1 response, the organizational structure does not progress beyond that shown in Figure 2. However, arriving units may discover the situation to require a higher level response. The organizational structure can grow easily from this point if it is determined that a level 3 or level 4 response is necessary.

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FIGURE B.1 *Continued*

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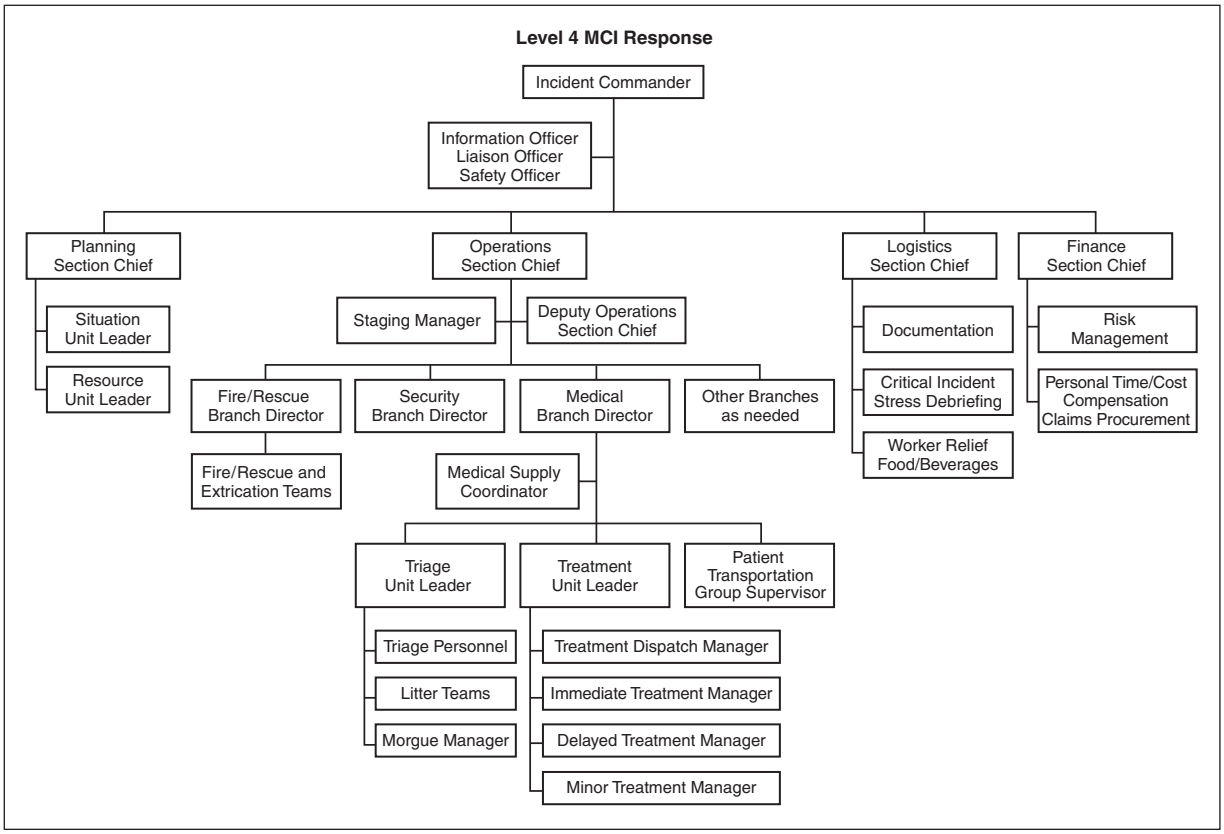


Figure 1. Incident Management System as it is designed to operate in a level 4 MCI response.

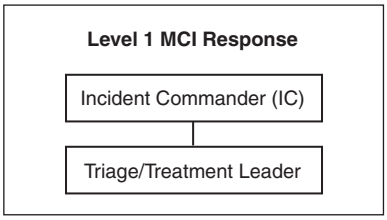


Figure 2. Example of a possible level 1 MCI response.

Level 2 Response

Based on the characteristics of the incident found at the time of the initial response, additional resources are requested by the Incident Commander and dispatched. A Command Post is established and announced. In the example in Figure 3, the Incident Commander designates a Triage Unit Leader, Treatment Unit Leader, and a Patient Transportation Group Supervisor. Security and/or law enforcement are involved as needed. A Staging Manager may be needed.

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FIGURE B.1 ***Continued***

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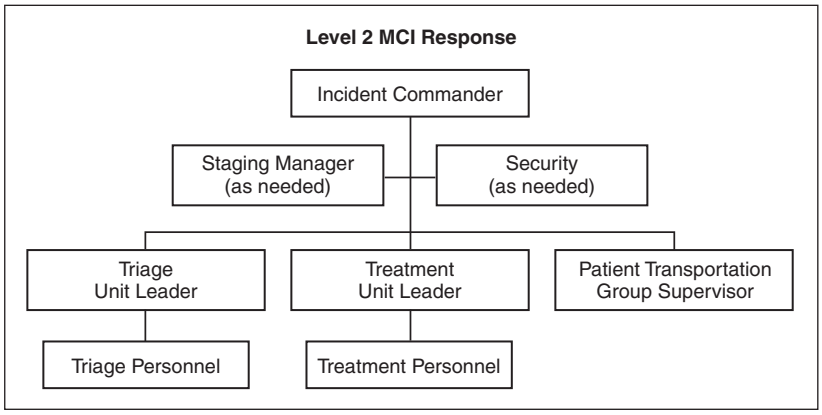


Figure 3. Example of a possible level 2 MCI response.

Level 3 Response

When the nature of the situation is such that extrication and additional support are required, a level 3 response is required. The Track Fire/Safety representative arrives and is assigned to become the Fire/Rescue Branch Director. The Incident Commander assigns the Operations Section Chief who appoints the Medical Branch Director. The Medical Branch Director confirms that the Triage Unit Leader, Treatment Unit Leader, and Patient Transportation Group Supervisor are in place. The additional positions are necessary to keep the span of control of the Operations Section Chief manageable. Unified Command is initiated if deemed necessary by the Incident Commander.

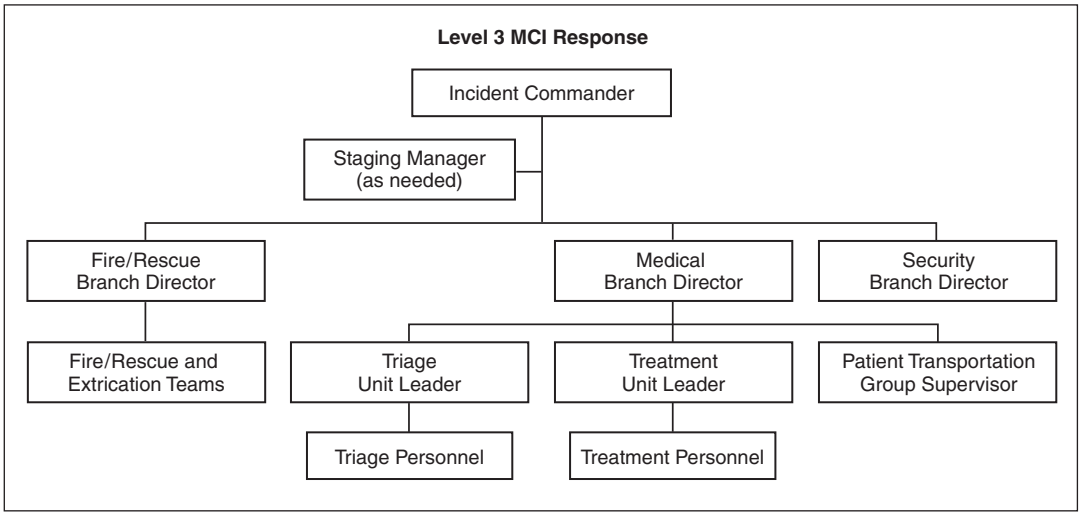


Figure 4. Example of a possible level 3 MCI response.

Level 4 Response

When the incident is large enough to require use of outside resources, the organizational structure becomes more comprehensive. Many of the positions described in Figure 1 are still unfilled. They may be utilized as the Incident Commander sees fit. At this point a Unified Command System becomes essential to assure appropriate utilization of all available resources.

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FIGURE B.1 ***Continued***

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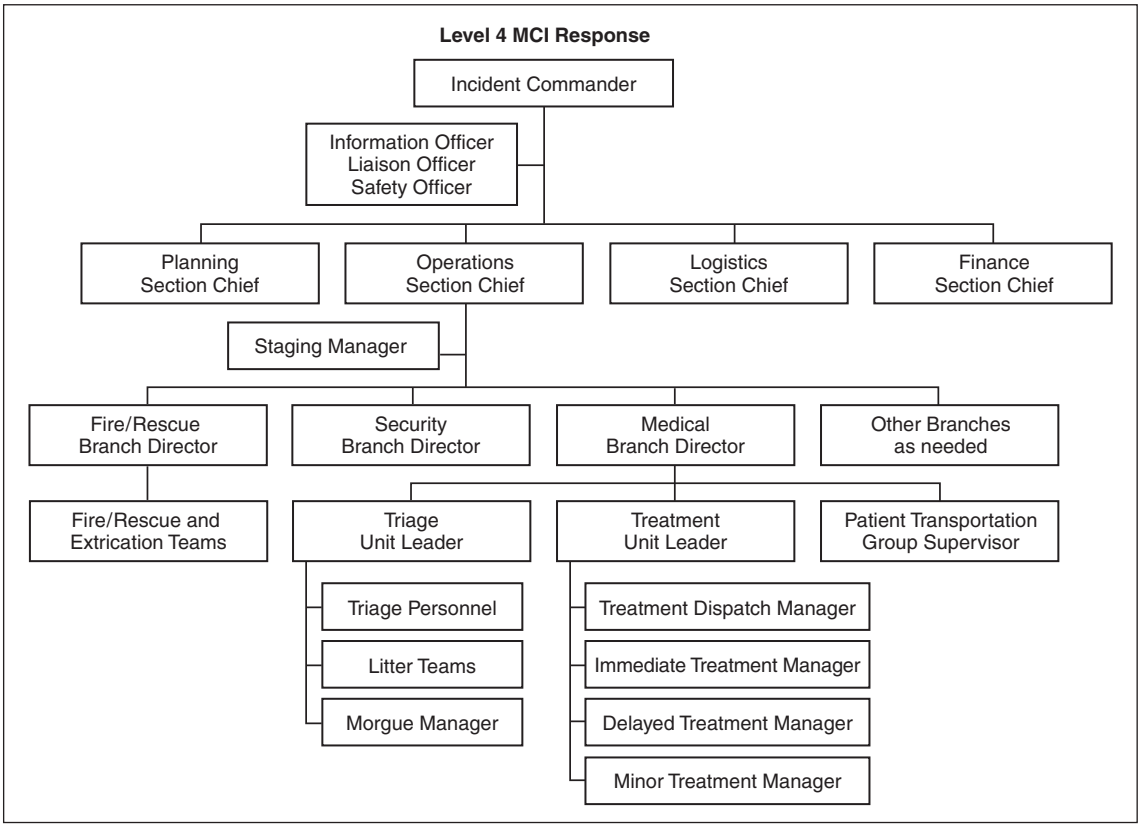


Figure 5. Initial command structure likely in the management of a level 4 response.

MCI Initial Response

A. The first unit on scene should stop or park outside the affected area, assess the safety of the scene for responding personnel, and get an idea of the boundaries and scope of the emergency.

B. The Incident Management System is established by contacting the communications center and providing a Size-Up Report within the *first 30 seconds* of arrival. The Size-Up Report consists of 3 elements:

(1) Location of the incident

(2) Type of incident

(3) Approximate number of patients

C. The most qualified member of the team on the first arriving unit functions as the Incident Commander (IC) and continues in that role until relieved by a more appropriate individual. It is important to remember that the IC needs to remain in an area where the majority of the incident can be seen, but not in the middle of the scene.

D. Triage should begin immediately. It is important to remember that the first part of START triage is to remove the patients designated in "minor category" or "walking wounded" from the scene. A responsible individual should be appointed to watch over this group and to keep them away from both those patients needing immediate care and bystanders who were not affected by the incident.

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FIGURE B.1 ***Continued***

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E. A Follow-Up Report should be given *within 3 minutes*. This report also has 3 elements:
(1) Situation—What is going on right now?
(2) Progress—What have you done so far?
(3) Needs—What do you still need to handle the problem?

Additionally, during a Follow-Up Report, the name of the Incident Commander, the location of the Command Post, and the location of the staging area to which all incoming resources are to report, will need to be announced on the radio.

F. Additional responding units report to the designated staging area and request an assignment. It is imperative that these resources not go directly to the scene until directed. Once at the scene, additional units should contact the Incident Commander and confirm their assignment.

Triage

Triage is carried out using the Simple Triage and Rapid Treatment (START) system. No more than 30–60 seconds should be spent on a single patient. All medical personnel should be familiar with the process and keep in mind that patients assigned to a treatment area may undergo a change in their status requiring re-triage and assignment to a different treatment area. Triage tags should be used any time there are three or more patients. See Figure 6 for an example of the START triage system.

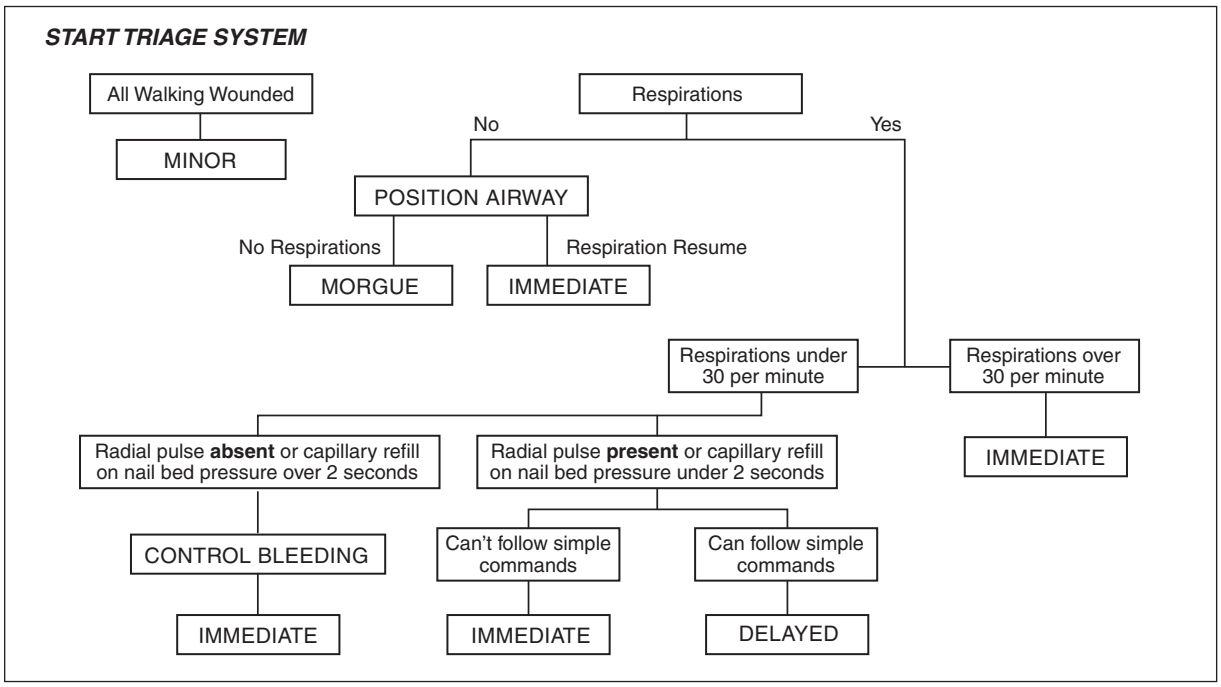


Figure 6. Triage System

Treatment Areas

Treatment areas may be established at the request of the Incident Commander, Medical Branch Director, or any other individual who believes it would benefit patient care. Predetermined treatment areas or any location deemed appropriate by the Incident Commander may be used. See the diagram below for examples of locations that have been predetermined.

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FIGURE B.1 *Continued*

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The first area that should be established is for those victims with minimal or minor injuries (walking wounded). By removing these patients from the scene first, the emergency responders are provided with quicker access to those critically injured and begin the incident stabilization process. Trams, buses, and other vehicles may be used to move these victims to treatment facilities.

The Immediate and Delayed Treatment areas should be designated. They should be located in an area that is as follows:

(1) Safe

(2) Large enough to handle the number of victims easily

(3) Easily accessible to rescue vehicles

(4) Located away from the morgue

Once they have been triaged, patients are sent to the Immediate, Delayed, or Minor Treatment areas. Continuous triage and patient evaluation should occur in these areas until all patients have been transported to their receiving facilities.

Personnel assigned to the treatment areas should at all times function only within their scope of practice and under medical control as allowed by local regulations.

Physicians and RNs are normally assigned to the treatment areas.

Selection of the most appropriate treatment areas will depend on the size, location, and nature of the incidents. The following are predetermined treatment areas that are likely to be used during a multi-casualty incident.

Predetermined Treatment Areas

Immediate Treatment Area	Delayed Treatment Area	Minor Treatment Area	Morgue

Transportation

The Transportation Group Supervisor, in cooperation with the managers of the treatment areas and the communication center, will arrange transport of patients to the most appropriate available facility.

Whenever possible, the patients in the Immediate category should be transported first to the most appropriate medical facility. A lower level of medically trained personnel as determined by the Transportation Group Supervisor in cooperation with the Treatment Unit Leader may transport patients when appropriate.

Patient distribution should occur in such a way that no one facility is overloaded to prevent moving the disaster from the field to the hospital.

Additional resources should report to the staging area established by the Incident Commander or the Operations Section.

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FIGURE B.1 *Continued*

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Staging Areas

Staging areas are used as a gathering point for incoming resources to wait prior to being assigned tasks by the Incident Commander. The area selected for staging will depend on a number of factors, including location and type of incident. Some possible sites could include the following:

Possible Staging Areas For Outside Resources

Aircraft

The use of helicopters for medical evacuation provides a means for rapid patient transportation to the receiving facility. However, at large-scale incidents, it is suggested that helicopters not be used immediately until the Incident Commander has an understanding of the size and complexity of the incident. Helicopters can also be used to assist the IC for a rapid reconnaissance of the incident. Helicopter landing areas should be predetermined prior to the event.

Position Descriptions

FIRST RESPONDER/INITIAL UNIT

Function: Overall management of the incident in level 1 and level 2 incidents. Management of scene until others assume IMS positions in higher level incidents.

Duties:

(1) Stop outside the affected area and get the "big picture."
(2) Provide Size-Up Report to Communications including the following:
  (a) Location of incident
  (b) Type of incident
  (c) Number of patients
  (d) Any additional resources required
(3) Remember Safety, Isolate and Deny entry, and Notify (SIN).
(4) Start triage using START triage system. Begin by removing minor injury patients.
(5) Provide Follow-Up Report to communications, including the following:
  (a) Situation
  (b) Progress
  (c) Needs
(6) Establish and announce location of command post and staging areas.

INCIDENT COMMANDER

Function: The Incident Commander's responsibility is the overall management of the incident. On most incidents, the command activity is carried out by a single Incident Commander. The Incident Commander is selected by qualifications and experience.

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FIGURE B.1 *Continued*

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Duties:

(1) Go to the scene and get a briefing from the current IC.
(2) Establish the immediate priorities.
(3) Establish an Incident Command Post.
(4) Establish an appropriate organization.
(5) Ensure that adequate safety measures are in place.
(6) Coordinate activity for all Command and General Staff.
(7) Coordinate with key people and officials.
(8) Approve requests for additional resources or for the release of resources.
(9) Keep agency administrators informed of incident status.
(10) Authorize release of information to the news media.
(11) Order the demobilization of the incident when appropriate.

INFORMATION OFFICER

Function: The Information Officer acts as a liaison between the media and the Incident Commander.

Duties:

(1) Determine from the Incident Commander if there are any limits on information release.
(2) Release and update media on the incident.

LIAISON OFFICER

Function: The Liaison Officer provides a point of contact for assisting and cooperating agencies.

Duties:

(1) Establish and coordinate interagency contacts.
(2) Monitor incident operations to identify interagency needs and potential problems.
(3) Keep agencies supporting the incident aware of the incident status.
(4) Maintain a resource list of agencies including limitations and capabilities.

SAFETY OFFICER

Function: The Safety Officer immediately corrects situations that create an imminent hazard to personnel.

Duties:

(1) Go to scene and get briefing from IC.
(2) Identify hazardous situations associated with the incident.
(3) Exercise emergency authority to stop and prevent unsafe acts.

OPERATIONS SECTION CHIEF

Function: The Operations Section Chief is responsible for the management of all operations directly applicable to the primary mission.

Duties:

(1) Go to the scene and get a briefing from the IC.
(2) Meet with the IC and all of the branch directors at the scene (Fire/Rescue, Medical, and Security branches). Determine immediate priorities.
(3) Confirm that all predetermined management positions are filled.

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FIGURE B.1 *Continued*

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(4) Go to the command post location.
(5) Supervise operations.
(6) Determine need and request additional resources.
(7) Assure timely reporting and resource requests to outside agencies through IC.

STAGING AREA MANAGER

Function: The Staging Area Manager is responsible for establishing a staging area and managing all activities within the staging area.

Duties:

(1) Establish staging area.
(2) Determine (and request) any support needs for equipment, ambulances, security, etc.
(3) Establish a check-in process, as appropriate.
(4) Dispatch resources as requested by Operations Section Chief.
(5) Monitor and record resource utilization.
(6) Advise the Operations Section Chief when reserve levels reach minimums.

FIRE/RESCUE BRANCH DIRECTOR

Function: The Fire/Rescue Branch Director supervises all fire/rescue personnel and equipment assigned to the speedway.

Duties:

(1) Coordinate all fire and rescue resources at the scene.
(2) Provide manpower as needed for medical branch, including litter teams and teams to assist with transportation between the triage and treatment areas.

MEDICAL BRANCH DIRECTOR

Function: The Medical Branch Director supervises all medical personnel and equipment assigned to the speedway. The Medical Branch Director supervises the Triage Unit Leader, Treatment Unit Leader, and Patient Transportation Group Supervisor

Duties:

(1) Go to the scene and get briefing from IC.
(2) Designate Unit Leaders, Patient Transportation Group Supervisor, and Treatment Area locations as appropriate.
(3) Request additional personnel and resources as needed to handle incident.
(4) Isolate Morgue and Minor Treatment Area from Immediate and Delayed Treatment Areas.
(5) Request law enforcement/coroner involvement as needed.
(6) Establish communications and coordination with Patient Transportation Group Supervisor.
(7) Ensure notification local EMS/health agencies.
(8) Ensure proper security, traffic control, and access for medical operations.
(9) Direct medically trained personnel to the appropriate Unit Leader.
(10) Maintain summary of events as time permits.

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FIGURE B.1 *Continued*

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TRIAGE UNIT LEADER

Function: The Triage Unit Leader supervises all personnel in triage unit and is responsible for triage management and movement of patients to the treatment areas.

Duties:

(1) Advise Medical Branch Director and/or IC of resource needs.
(2) Implement triage process.
(3) Request triage personnel as needed and supervise.
(4) Coordinate all patient movement to treatment areas.
(5) Give periodic status reports to Medical Branch Director.
(6) Maintain security and control of the Triage Area.

TREATMENT UNIT LEADER

Function: The Treatment Unit Leader supervises treatment operations for transport and movement of patients to loading areas.

Duties:

(1) Develop treatment organization sufficient to handle incident.
(2) Direct and supervise Treatment Dispatch, Immediate, Delayed, and Minor Treatment areas.
(3) Coordinate movement of patients from Triage Area to Treatment Areas with Triage Unit Leader.
(4) Request sufficient medical caches and supplies as necessary.
(5) Establish communications and coordination with Patient Transportation Group Supervisor.
(6) Ensure continual triage of patients throughout Treatment Areas.
(7) Direct movement of patients to ambulance loading area(s).
(8) Give periodic status reports to Medical Branch Director.

TREATMENT DISPATCH MANAGER

Function: The Treatment Dispatch Manager is responsible for coordinating transportation of patients out of the treatment areas.

Duties:

(1) Establish communications with the Immediate, Delayed and Minor Treatment managers.
(2) Establish communications with the Patient Transportation Group.
(3) Verify that patients are prioritized for transportation.
(4) Coordinate ambulance loading with Treatment Manager.
(5) Record patient tracking information.

TREATMENT MANAGERS (Immediate, Delayed, and Minor)

Function: Treatment Managers are responsible for the treatment and re-triage of patients assigned to their respective areas.

Duties:

(1) Set up assigned treatment areas.
(2) Request personnel and supplies as needed.
(3) Establish medical treatment teams as needed and assign patients received.
(4) Assure appropriate prioritization of patients for transport.

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FIGURE B.1 *Continued*

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(5) Coordinate patient transportation with Treatment Dispatch Manager.
(6) Assure appropriate recording of patient information.

PATIENT TRANSPORTATION GROUP SUPERVISOR

Function: The Patient Transportation Group Supervisor manages ground and air ambulance resources, dispatches ambulances as requested, and manages loading of ground and air ambulances.

Duties:

(1) Establish communications with hospital(s) and/or local dispatch centers.
(2) Designate ambulance staging area(s).
(3) Determine routes of travel for ambulances.
(4) Direct the transportation of patients as determined by Treatment Unit Leader.
(5) Request additional ambulances, as required.
(6) Assure appropriate recording of patient information and destination.

SECURITY BRANCH DIRECTOR

Function: The Security Branch Director is responsible for security functions related to management of the incident.

Duties:

(1) Secure the incident scene and access routes for emergency personnel.
(2) Provide spotters to direct emergency responders to incident scene.
(3) Secure staging areas, ambulance routes and helicopter landing areas as needed.
(4) Coordinate activities with local law enforcement personnel.

Assignments During a Major Incident

Event: _____ Date: _____

The following positions are predesignated for the management of multi-casualty incidents during this event. Actual assignments may vary depending on availability of specific people, the type of incident, and management decisions. Descriptions of the responsibilities associated with each position can be found in the MCI plan.

Title	Assigned Person	Radio Channel	Reports To
Incident Commander			
Safety Officer			Incident Commander
Information Officer			Incident Commander
Liaison Officer			Incident Commander
Operations Section Chief			Incident Commander
Security Branch Director			Operations Section Chief
Fire/Rescue Branch Director			Operations Section Chief
Medical Branch Director			Operations Section Chief

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FIGURE B.1 *Continued*

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Title	Assigned Person	Radio Channel	Reports To
Staging Manager			Operations Section Chief
Triage Unit Leader			Medical Branch Director
Treatment Unit Leader			Medical Branch Director
Transportation Group Supervisor			Medical Branch Director

Radio channel used by responding medical units (normally "3") may be changed in the event of a serious incident. Any such change will be announced on the radio.

Site Emergency Team Reporting Locations Based on Level of Response

Position	Level 1	Level 2	Level 3	Level 4
Incident Commander	S	S	S	S
Fire Safety Officer			S	S
Operations Section Chief			S	S
Security Branch Director	*	S	S/EOC STAGING	S/EOC STAGING
Fire Rescue Branch Director	*	*	*	*
Medical Branch Director			S	S
Staging Manager			S	S
Treatment Unit Leader	S	S	S	S
Public Relations Officer			EOC	EOC

Key To Assignment Locations:
S = Report to scene
* = Requested as needed
EOC = Report to Emergency Operations Center
STAGING = Report to Staging Area

Communications Plan

On-Site Communications

Department	Radio Channel	Telephone	Other
Administration			
Security			
Fire/Safety			
Medical			
Race Control			

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FIGURE B.1 *Continued*

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Off-Site Communications

Organization	Radio Channel	Telephone	Other
Air Ambulance			
Ground Ambulance			
Fire Department			
Law Enforcement			
Emergency Department			
Trauma Center			
Communications Center			
Hazardous Materials Team			
Other			

Note: When personnel have an emergency, the radio term **"emergency radio traffic"** should be used to clear other nonemergency radio traffic. Personnel should use **clear text** (i.e., no radio codes) to identify the type of emergency, request additional resources, or advise of change in conditions, etc. When the emergency is concluded, the person who declared an emergency shall conclude it by transmitting the statement, **"All clear, resume radio traffic."**

Additional Note: All communications systems should be tested prior to the beginning of any event whenever possible.

Other Emergencies

Fires, Fire Alarms, and/or Explosions

(1) If an audible alarm is heard, ask guests to remain calm and await further instructions.

(2) If a fire is observed, activate the nearest alarm and immediately notify security and speedway management on Channel _____ .

(3) If unable to immediately contact security or management, notify the fire department by dialing 911.

(4) Alert co-workers and/or supervisors.

(5) Remove guests and others from the area.

Security Issues

If you receive a bomb threat:

(1) Remain calm and courteous.

(2) Listen to what the person making the threat is saying.

(3) Keep the person who is making the threat talking and ask the person to repeat the message. Obtain as much information as possible.

(4) Use the Bomb Threat Checklist to document as much information as possible.

(5) Immediately notify security and speedway management of the information, and follow their instructions.

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Bomb Threat Checklist

Instructions:

DO NOT HANG UP THE TELEPHONE!!!!

Be calm and courteous. Listen, do not interrupt caller. Quietly attract the attention of someone else to listen in, if possible. Pretend difficulty with hearing to keep caller talking and repeating the message.

Date: _____

Your Name: _____

Your Position: _____

Your Phone Number: _____

Questions to Ask:

1. What is going to happen?
2. When will the bomb explode?
3. Where is the bomb located?
4. What kind of bomb is it?
5. What does it look like?
6. What kind of damage will it do?
7. How is the object being put in place?
8. Who is putting the object in place?
9. Why are you doing this?
10. What is your address and telephone number?
11. What is your name?
12. Where are you now?

Exact Wording of Threat:

_____

_____

_____

_____

Callers Voice (circle characteristics that apply):

Calm	Angry	Coherent	Irrational
Deliberate	Excited	Incoherent	Emotional
Slow	Rapid	Soft	Laughing
Loud	Laughter	Crying	Normal
Distinct	Slurred	Nasal	Stutter
Lisp	Raspy	Deep	Ragged
Clearing throat	Accent	Familiar	Intoxicated
Whispered	Disguised	High pitched	

If Voice is Familiar, Whom Does it Sound Like?

_____

Background Sounds (circle those that apply):

Street noises	Factory machinery
Dishes clanking	Animal noises
Voices	Clear
PA system	Static
Music	Local
House noises	Long distance
Motor	Phone booth
Office	Office machinery
Race track sounds	Traffic
Music	Trains

Other: _____

Threat Language:

Well spoken (educated)	Incoherent
Foul	Irrational
Read by threat maker	Taped

Remarks:

_____

_____

_____

Time: _____ Date: _____

Sex of caller: _____ Race: _____

Adult or juvenile: _____

Estimated age: _____

Length of call: _____

Origin of call:

Local Long distance Internal

Number at which call was received:

_____

Report call immediately to:

_____

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FIGURE B.1 *Continued*

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If you find a suspicious package, bag, boxes, or envelopes:

(1) Do not remove the item.

(2) Notify Security and speedway management.

(3) Remove guests and employees from the area.

(4) Remain at a safe distance and await instructions from security and/or law enforcement.

Verbal or Personal Threats:

(1) Remove yourself as soon as possible from the situation.

(2) Notify Security as soon as possible on Channel _____ .

Civil Disturbances:

(1) Notify Security on Channel _____ immediately.

(2) Remove yourself from the problem and go to a safe area.

(3) Continue to observe the situation and await instructions from security.

Medical Problems

If you encounter a medical emergency:

(1) Request medical assistance on Channel _____ .

(2) If you are without a radio, find the nearest supervisor or security personnel.

(3) Remain calm, speak clearly, and be as accurate as possible. Describe your specific location of nearby gates or other landmarks in the area.

(4) If unable to make contact as noted above, call 911

(5) After the call for assistance is made, have a responsible person remain with the patient, and direct first responders.

(6) Do not move a seriously injured person.

Anyone exposed to blood or body fluids should report to the nearest first aid station as soon as practical. The effectiveness of treatments to prevent the transmission of serious diseases after exposure to blood and body fluids depends on the type of exposure and on how much time is allowed to elapse between the exposure and treatment.

Hazardous Material Incidents

Although there are many definitions for hazardous materials, a commonly accepted definition is a substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property. Speedway employees must recognize that many of these substances are used safely every day, at the facility. On rare occasions, either by accidents or misuse, problems with these products can occur.

First On-Scene Initial Actions

The first operational objective for all responders is safety. If first responders don't think safety, they may become part of the problem, not the solution, and possibly may be killed or injured. The first responding unit operational priorities can be summed up using the acronym SIN.

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FIGURE B.1 *Continued*

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Safety, Isolate, and Notify

(1) **Safety**—Safe approach: Uphill/upwind at a safe distance, observe incident from a distance and report findings to the communications center.

(2) **Isolate and Deny Entry**—Use barrier tape, vehicles, and manpower to isolate the problem and minimize access to those not affected. Remember to isolate those individuals who may have been exposed to the product.

(3) **Notify**—Request needed assistance via safe route. One of the most important points to remember is that the speedway does not possess the appropriate hazardous materials equipment and training. Notify security and speedway management on Channel _____ . If no response is obtained via the radio, contact the local fire department by calling 911.

Suspected Terrorism Incidents

According to the U.S. Department of Justice and Federal Emergency Management Agency, "All communities — especially those in free societies — are vulnerable to incidents involving terrorism." Areas of public assembly are considered potential targets. It is the intent of the perpetrators of such incidents to cause damage, inflict harm, and/or kill. The incident may even be planned to inflict further harm on those whose job it is to respond to the incident. Whether the incident is terrorist induced may not actually be established until hours or even days after the initial danger has passed. As such, the first responder should refer back to SIN (Safety, Isolate, and Notify) procedures in dealing with hazardous materials incidents.

When evidence of an incident of terrorism is suspected, rapid involvement of law enforcement and appropriately trained hazardous materials teams is essential.

Nuclear Weapons

The use of nuclear devices is rare because of the difficulty in obtaining reliable devices of this nature. Recognition and protection from such devices requires the use of radiation detection equipment along with the concepts of time, distance, and shielding.

Biological Weapons

Biological weapons (BW) pose the greatest threat to the first responder because of the difficulty in the detection of their use. In fact, recognition of the use of BW will probably come from the Public Health Service personnel several hours to days after the event has occurred.

Chemical Weapons

Chemical Weapons (CW) are becoming increasingly popular due to their availability and potential impact on a society. Many of these agents are manufactured from common household or natural ingredients, such as chlorine or castor beans. Their ability to produce nearly immediate symptomatic responses from victims makes them relatively easy to recognize, protect against, and/or treat. The most important protective measure is to ensure respiratory protection through distance and personal protective equipment.

Some of the Indicators for a Nuclear, Biological, or Chemical (NBC) Incident

(1) Unusual or unexplained dead, dying, or sick people or animals

(2) Unusual liquids, sprays, or vapors and low-lying clouds or fog unrelated to the weather

(3) Unexplained odors or oily film on surfaces

(4) Suspicious devices or packages

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FIGURE B.1 *Continued*

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Dissemination Methods

(1) Breaking devices are the easiest to make and use. They are most often constructed from common containers such as thermos bottles, glass jars, balloons, light bulbs, etc. The agent is sealed in the container and simply thrown to break and disseminate the agent.

(2) Spraying devices use pressure rather than an explosion to disseminate an agent from the container such as garden sprayers, crop dusters, mosquito control trucks, building ventilation systems or water systems.

(3) Bursting/exploding devices are those that use explosives to break the agent container and have been used in any incident where a small explosion has occurred.

Explosive and Incendiary Incidents

The favored device of terrorists is an explosive. Any reported explosion carries with it the suspicion of having been created by a terrorist act until proven otherwise. Explosive devices have been widely used by terrorists due to their destructive impact both physically and emotionally. The relative ease in which these items are obtained or manufactured, as compared to a nuclear device, adds to their popularity. If an incident is suspected to have been caused by a terrorist act, the greatest threat to the first responder is the possible existence of secondary devices. Only trained personnel should handle incendiary devices discovered prior to or after ignition.

Indicators

(1) Presence of multiple fires

(2) Evidence of gasoline, rags, or other accelerates

(3) Odor of accelerants

(4) Unusually heavy burning or fire volume

Procedures

At the first indication that an incident may be of a terrorist nature, the first responding company is to retreat to a safe location and institute First Responder Operational (FRO) procedures, which are the same as for a hazardous material incident. They are Safety, Isolate and deny access, and make Notifications (SIN). Normally the necessary protective equipment and/or training to mitigate these types of incidents is lacking. By following SIN, responders do the most for themselves, and for those that are directly affected by the incident.

Crime Scene Investigation

Terrorist incidents are, by definition, crime scenes. Efforts must be made to preserve evidence for those charged with the subsequent investigation of the incident.

Severe Weather Plan

Severe weather warnings are special situations in which there is often time to prepare for a potentially serious major incident. When a severe thunderstorm warning, tornado watch, or tornado warning is issued, this plan should be implemented in a limited form. Minimizing injuries and property damage are top priorities. The positions of Incident Commander, Operations Section Chief, Medical Branch Director, and Fire/Safety Branch Director should be activated. The following are important considerations:

(1) Consideration of event cancellation by the track owner/manager.

(2) Rapid notification of the crowd and workers by radio and PA system. Other mechanisms of notification may be necessary at night. Notification should be done using track notification lists.

(3) Use of the warning siren, if available, when it is determined the speedway is in the direct path of a severe weather phenomenon.

(4) Evacuation of the grandstands, tower, skyboxes, and other potentially dangerous locations.

(5) Assurance that crossover and other access gates are open as appropriate.

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FIGURE B.1 *Continued*

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(6) Assurance that all exit gates are open if a "take cover" warning is issued.
(7) Protectection and security of equipment.
(8) Assignment of track official to monitor weather.
(9) Consideration of the distribution of equipment and personnel in a manner that will reduce the chance of significant losses during a direct hit by a storm and the chance the rescuers will be cut off from the incident scene.

Earthquakes

(1) You will receive no warning.
(2) If you are inside, stay inside.
(3) Stay away from outside walls, stairways, windows, and perimeters of grandstands and buildings.
(4) If evacuation is necessary, follow the evacuation procedures.
(5) Remember that after the shaking stops, think SIN:

Safety, Isolate, and Notify

Safety—Safe approach: Uphill/upwind at a safe distance, observe incident from a distance and report findings to the communications center.

Isolate and Deny Entry—Use barrier tape, vehicles, and manpower to isolate the problem and minimize access to those not affected.

Notify—Request needed assistance via safe route. Remember that everyone else around you felt the same quake. Be patient. Unless you have an emergency, and need assistance immediately, let those with other emergencies get on the radio first.

Apparent Death at the Scene

Medical team response times are normally much faster at the racetrack than in normal community EMS operations. For this reason, there are very few incidents in which attempts at resuscitation should not be made. There are some instances in which the declaration of death is unavoidable. High public visibility and the potential for creating a public spectacle require a special approach to death in the setting of a mass gathering event. At the same time, the importance of preserving evidence that might be necessary to complete investigations by the police and medical examiner or coroner must be recognized. Indications that a patient cannot be resuscitated include the following:

(1) Decomposition
(2) Obvious signs of rigor mortis such as rigidity or stiffening of muscular tissues and joints in the body, which occurs any time after death and usually appears in the head, face, and neck muscles first
(3) Obvious signs of venous pooling in dependent body parts, lividity such as mottled, bluish-tinged discoloration of the skin, often accompanied by cold extremities
(4) Decapitation
(5) Incineration of the torso and/or head
(6) Massive crush injury and/or penetrating injury with evisceration or total destruction of the heart, lung, and/or brain and absence of vital signs
(7) Gross dismemberment of the trunk

Procedure for Off-Track Incidents

(1) No victim of natural medical arrest is to be declared dead until the victim is placed in the ambulance and fully assessed out of the view of bystanders.

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FIGURE B.1 *Continued*

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(2) It is recommended that the patient assessment be done during the initiation of transport.

(3) If determination of death is made during transport, Code 3 transport is to be terminated immediately. The patient will then be transported to the nearest medical facility, and the coroner will be notified.

(4) The only exceptions to items (1) through (3) are any death resulting from a traumatic event or any death as a result of a homicide.

Procedure for On-Track Incidents

(1) No victim of medical or traumatic arrest on the racetrack is to be declared dead until the victim is placed in the ambulance and fully assessed out of the view of bystanders.

(2) It is recommended that the patient assessment be done during the initiation of transport.

(3) If determination of death is made during transport, Code 3 transport is to be terminated immediately. The patient will then be transported to the nearest medical facility.

(4) The only exceptions to items (1) through (3) are decapitation or incineration.

(5) Scene control and preservation of evidence are vital. Security should be utilized as needed.

(6) Documentation of the medical response and care provided are the responsibility of those involved in handling the situation.

(7) ***The situation is not to be discussed with any media representatives.***

Procedure for a Multiple Death Incident

(1) If an incident involving multiple deaths occurs, consideration should be given to the evacuation and/or closure of the affected areas. The coroner/designee is to be requested in accordance with normal determination of death protocols.

(2) The track management is to be notified promptly. Telephone communication is preferred. Radio communication of this information is discouraged, acknowledging that the situation may, at times, require its use.

(3) Scene control and preservation of evidence (when a criminal act has taken place) are vital. Security should be utilized as needed.

(4) Documentation of the medical response and care provided is the responsibility of those involved in handling the situation.

(5) ***The situation is not to be discussed with any media representatives.***

Critical Incident Stress Debriefing

While a certain amount of stress is a normal and healthy part of all types of work, some types of incidents can cause high degrees of stress that can be detrimental to emotional health, interpersonal relationships, and the ability to function as an effective member of the team. Critical Incident Stress Debriefing (CISD) is a recognized program designed to minimize the long-term effects of the stress associated with witnessing or participating in the management of unusual emergencies, such as serious traumatic incidents, multi-casualty situations, or injuries to coworkers. CISD services are available to staff on a voluntary basis.

Any medical or safety team member can request CISD services by contacting the following:

Name/Title	Work Phone	Pager

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Media Relations

Responsibility for communicating with the media, authorizing release of information, determining location for interviews/press conferences, etc., shall be done solely via the following person(s):

Position	Name
General Manager	
Public Relations Director	

Fire Protection Component

Hazardous materials present: ❑ Yes ❑ No

Location of MSDS sheets: _____

Hazardous materials inventory attached: ❑ Yes ❑ No

Location for use in emergency: _____

Materials reactive with air, water, or other materials present: ❑ Yes ❑ No

Type of materials: _____

_____

Location of materials: _____

_____

Quantity of materials: _____

_____

Water Supply

Primary water supply location: _____

Alternative water supply location: _____

Location of pumps: _____

On-site fire hydrants: ❑ Yes ❑ No

Location of hydrants: _____

Protection Systems

Fire alarm system: ❑ Yes ❑ No

Annunciator location: _____

Type of alarms: _____

Extent of coverage: _____

If monitored system, fire alarm company contact information: _____

_____

Sprinkler system: ❑ Yes ❑ No

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Size of FDC threads: _____

Type of system: _____

Extent of coverage: _____

Areas protected: _____

Location of main valves: _____

Location of sectional valves: _____

Standpipe system: ❑ Yes ❑ No

Combined with sprinkler system: ❑ Yes ❑ No

FDC same as for sprinkler system: ❑ Yes ❑ No

Location of FDC: _____

Size of FDC threads: _____

Type of standpipes: _____

Extent of coverage — full/partial: _____

Outlet locations: _____

Outlet size and type: _____

Special protection systems: ❑ Yes ❑ No

Type of system: _____

Locations: _____

Extent of coverage — full/partial: _____

Inventory of Fire Suppression Vehicles/Equipment

Equipment	Description	Quantity	Location
Motorized fire-fighting apparatus			
Portable fire-fighting apparatus			
Rescue tools			

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FIGURE B.1 ***Continued***

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Equipment	Description	Quantity	Location
Clean-up equipment			

Emergency Medical Services Component

On-site emergency physician present: ❑ Yes ❑ No

Location of physician: _____

Time on site: _____

Contact info (radio channel, phone number, pager, etc.): _____

_____

Air ambulance available: ❑ Yes ❑ No

Location of air ambulance (off-site vs. specific on-site location): _____

_____

Time at location: _____

Contact info (radio channel, phone number, etc.): _____

_____

If not on site, response time: _____

Advanced life support ambulance present: ❑ Yes ❑ No

Location of ALS ambulance: _____

Time at location: _____

Contact info (radio channel, phone number, etc.): _____

_____

Basic life support ambulance present: ❑ Yes ❑ No

Location of BLS ambulance: _____

Time at location: _____

Contact info (radio channel, phone number, etc.): _____

_____

First aid station(s) present: ❑ Yes ❑ No

Location(s) of first aid station(s): _____

Time station(s) staffed: _____

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Contact info (radio channel, phone number, etc.): _____

_____

Facility and Contact Information/Phone Numbers

Closest trauma center: _____

Closest burn center: _____

Closest emergency department: _____

Traffic Control Component

(map of inbound and outbound traffic patterns)

Facility Map

(map of local facility)

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Annex C Useful Construction, Maintenance, and Operations Codes and Standards

This annex is not a part of the recommendations of this NFPA document but is included for informational purposes only.

C.1 Most jurisdictions have one or more sets of regulations that describe how buildings and related facilities are constructed, maintained, and operated. These codes, standards, and regulations are adopted at the state, county, or local level and can be administered at all three levels. Where no adopted code, standard, or regulation pertains to the construction, maintenance, or operation of a facility, the facility owner or operator should refer to one of the following documents, as appropriate, for guidance. The edition indicated for each document is the current edition as of the date of the NFPA issuance of this document.

NFPA 1, *Uniform Fire Code*™, 2003 edition.

NFPA 13, *Standard for the Installation of Sprinkler Systems*, 2002 edition.

NFPA 24, *Standard for the Installation of Private Fire Service Mains and Their Appurtenances*, 2002 edition.

NFPA 30, *Flammable and Combustible Liquids Code*, 2003 edition.

NFPA 30A, *Code for Motor Fuel Dispensing Facilities and Repair Garages*, 2003 edition.

NFPA 54, *National Fuel Gas Code*, 2002 edition.

NFPA 58, *Liquefied Petroleum Gas Code*, 2001 edition.

NFPA 70, *National Electrical Code*®, 2002 edition.

NFPA 72®, *National Fire Alarm Code*®, 2002 edition.

NFPA 88A, *Standard for Parking Structures*, 2002 edition.

NFPA 96, *Standard for Ventilation Control and Fire Protection of Commercial Cooking Operations*, 2001 edition.

NFPA *101*®, *Life Safety Code*®, 2003 edition.

NFPA 102, *Standard for Grandstands, Folding and Telescopic Seating, Tents, and Membrane Structures*, 1995 edition.

NFPA 160, *Standard for Flame Effects Before an Audience*, 2001 edition.

NFPA 241, *Standard for Safeguarding Construction, Alteration, and Demolition Operations*, 2000 edition.

NFPA 418, *Standard for Heliports*, 2001 edition.

NFPA 1123, *Code for Fireworks Display*, 2000 edition.

NFPA 1126, *Standard for the Use of Pyrotechnics before a Proximate Audience*, 2001 edition.

Annex D Informational References

D.1 Referenced Publications. The following documents or portions thereof are referenced within the annexes of this guide.

D.1.1 NFPA Publications. National Fire Protection Association, 1 Batterymarch Park, P.O. Box 9101, Quincy, MA 02269-9101.

NFPA 1561, *Standard on Emergency Services Incident Management System*, 2002 edition.

D.1.2 Other Publications. (Reserved)

D.2 Informational References. (Reserved)

D.3 References for Extracts. The following documents are listed here to provide reference information, including title and edition, for extracts given throughout this guide as indicated by a reference in brackets [ ] following a section or paragraph.

NFPA 1500, *Standard on Fire Department Occupational Safety and Health Program*, 2002 edition.

NFPA 1561, *Standard on Emergency Services Incident Management System*, 2002 edition.

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▼

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▼

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