

2010 Australian Interschools Mountain Bike Championships

Friday 19th March 2010 to Sunday 21st March 2010

Risk Management & Critical Incident Management

The event promoter, South East Mountain Biking Co (SE MTB Co) must make every effort at all times to fulfill their responsibilities to ensure the safety of competitors, officials and patrons in the process of conducting the 2010 Australian Mountain Bike Interschools event.

This also involves managing the health and safety of the volunteers, spectators and the public so that injuries and illnesses are prevented. When faced with a hazard your first obligation is to determine if it can be eliminated. If not then you will move to the next best solution, substitution and so on. The following table - the hierarchy of control - will help.

Hierarchy of Control Table

Hazard control area	Suggested remedies
Personal protective equipment	Equipment to minimize exposure to damage such as body armour, pressure suits, knee and shin guards, full face helmets, gloves, sunscreen etc
Administration	Policies and procedures for safe racing environment
Engineering	Install devices to make actions safer ie compulsory full face helmets
Substitution	Replace one activity with a less harmful one ie Shortening the track due to extreme weather conditions
Elimination	Control the hazard at the source

All event managers are expected to follow safe working practices and all the procedures laid down in this manual. It is your responsibility to ensure that your volunteers and members of the public have a safe environment in which to work and observe the sport of mountain biking.

While competition courses are expected to be challenging, they must be constructed within reasonable levels of contestability by all competitors. This may require separate courses or course sections for different categories in recognition of the skill level of riders in those categories.

The Promoters, SE MTB Co carries ultimate responsibility for adjudicating on the suitability of courses and as a result, any concern in this area may require the promoter to amend the course for the purpose of maximizing rider's safety.

SE MTB Co must make every effort at all times to ensure the safety of competitors, officials and patrons.

SE MTB Co must identify the following

- When, where, why, and how might risks arise?
- Who might be involved?
- What are the immediate and long-term effects?
- What controls currently exist to mitigate this risk?
- With the exception of those risks that may be considered fanciful, all risks should be documented in a format that allows evaluation and treatment to be noted. This provides a useful reference and

demonstrates sound management.

Identification of Potential Risks & Hazards

Potential Risk or Hazard	Risk Management Strategy	Critical Incident Management
Other traffic - vehicles, riders & walkers	<p>Demonstrate & educate on proper trail etiquette</p> <p>Educate & communicate on trail areas with other users</p> <p>Use of signage around high traffic areas</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
Other trails & crossings	<p>Advise guests & riders on the trail locations</p> <p>Advise riders on how to co-operate with other users</p> <p>Post applicable signage</p> <p>Advise riders to look at trail maps available at the bike shop</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
Lifts & Other Structures	<p>Explain to riders & guests the importance of these structures & why we don't interfere with them</p> <p>Explain why we don't stop under chairlifts</p> <p>Explain safety & correct use procedures associated with the chairlift</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>

<p>Manmade & Natural Terrain</p>	<p>Advise & identify riders & guests of manmade & natural terrain obstacles</p> <p>Use appropriate communication techniques & signage to alert riders & guests</p> <p>Advise riders how to approach difficult terrain even if this means advising them to get off & walk</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Trail variations</p>	<p>Teach riders to ride with basic MTB skills</p> <p>Give clear demonstrations on how to ride MTB eg body positions & braking etc</p> <p>Show & explain to riders areas where not to stop on trails eg blind corners & in the middle of the track</p> <p>Explain to riders different lines that can be taken according to their ability levels</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Trail conditions</p>	<p>Ride at appropriate speeds for conditions & ability</p> <p>Advise riders to walk any challenging sections, especially on their first run</p> <p>Ensure SE MTB Co guides maintain the trails in safe rideable conditions & report any major issues to the bike shop or trail crew</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Equipment Failure</p>	<p>SE MTB Co staff to thoroughly wash & service all equipment after use in preparation for the next ride, including their own equipment</p> <p>See Annexure 1</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>

<p>Safety Equipment</p>	<p>SE MTB Co staff to correctly fit all safety equipment. a poorly fitted helmet can slide down a riders face, blinding their vision, loosely fitted body armour can move around whilst riding & do more harm than good</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Weather Extremes</p>	<p>Advise riders & guests that the weather in the mountains can change from one extreme to another very quickly,</p> <p>Advise riders & guests that the temperature difference between the top of the chairlift & the village can be dramatic</p> <p>SE MTB Co staff to dress appropriately for the weather conditions & encourage riders & guests to do so also</p> <p>Use & encourage the use of sunscreen</p> <p>Encourage riders & guests to drink plenty of fluids & make sure they stay well hydrated</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Stopping on Trails</p>	<p>Demonstrate & educate appropriate places to stop & pull off trails</p> <p>Demonstrate & educate appropriate techniques on how to rejoin trails</p> <p>Advise riders of passing & overtaking techniques & what to do if being passed by other riders</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>

<p>Injuries</p>	<p>Stress the importance of riding in control at all times & encourage basic MTB skills</p> <p>Advise riders & guests on what to do if injured or if they find an injured person on the trail</p> <p>SE MTB Co staff to carry a radio & first aid kit at all times</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Native Fauna</p>	<p>Remind riders we are in a National Park full of native animals</p> <p>Advise riders to stay on the trails & only stop in designated areas</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Fatigue & Exhaustion</p>	<p>Encourage riders to stop & rest during the day</p> <p>Encourage riders & guests to drink plenty of water throughout the day</p> <p>Encourage riders to take a lunch break</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>

<p>Differing Skill Levels</p>	<p>Advise & teach riders proper riding techniques</p> <p>Advise & teach riders to ride at appropriate speeds</p> <p>Explain to riders the signs of fatigue</p> <p>Advise riders that confidence tends to grow faster than competence</p> <p>Teach riders to ride slow & smooth rather than crash & bash</p> <p>Remind riders of the differing skill levels that will be on the trails & how to act appropriately when approaching slower less confident riders</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>
<p>Over Confidence</p>	<p>Advise & teach riders proper riding techniques</p> <p>Advise & teach riders to ride at appropriate speeds</p> <p>Explain to riders the signs of fatigue</p> <p>Advise riders that confidence tends to grow faster than competence</p> <p>Teach riders to ride slow & smooth rather than crash & bash</p> <p>Remind riders of the differing skill levels that will be on the trails & how to act appropriately when approaching slower less confident riders</p>	<p>Stop in safe positions, conduct discussions with any involved parties using empathy in a controlled & patient manner.</p> <p>If injury has occurred, administer first aid & arrange for support vehicle if necessary, giving a clear pick up point</p> <p>Request bike shop to arrange medical assistance if necessary, fill out incident report form</p>

SE MTB Co must evaluate & decide whether the level of risk is acceptable, or not, within the context of the event. Careful consideration of the context is essential with particular regard to:

- The controls already in place to manage the risk
- The cost of managing the risk or of leaving it untreated
- The benefits and opportunities presented by the risk
- The degree of risk born by other stakeholders (eg insurance)

Ultimately the answer to whether a risk is acceptable or unacceptable rests with SE MTB Co for the evaluation and relies on their knowledge and experience for its integrity and respect.

The level of a risk can be expressed as a combination of how it may impact upon the event, the organisers, the participants & the guests and what it is trying to achieve (the consequences), and the likelihood of those consequences occurring.

Any evaluation of the risks you make is likely to be mostly qualitative. This being the case SE MTB Co must guard against bias and inconsistency. To counter this, basic criteria will be used as part of establishing the context of the risk to your event in terms of possible consequences or the risk likelihood.

A simple way to approach this is to define what is unacceptable in terms of consequences or likelihood. For example:

The following consequences may be unacceptable.

- Injuries resulting in inability of a participant or spectator to play or work for more than 1 day or a week or month
- Financial loss exceeding \$500 for one occurrence
- Any adverse publicity for the event
- Any legal action against SE MTB Co, Wilderness Coast & Snowy Mountains Bike Club or MTBA

In terms of likelihood the following may be unacceptable.

- Frequent minor injuries or a single significant injury
- Occurrences that would frequently interrupt the conduct of an event
- Some environmental impact.

Assigning appropriate risk levels

Likelihood of Risk Occurring

Likelihood	Personal description	Time description
Almost certain (5)	The incident will occur on an annual basis	Will occur once a year/or more frequently
Likely (4)	The incident has occurred several times or more in your career	Will occur once every three years
Possible (3)	The incident should occur once in your career or could occur at any time	Will occur once every ten years
Unlikely (2)	The incident has not yet occurred but could occur at some time	Will occur once every 30 years
Rare (1)	Heard of something like this occurring elsewhere	Will occur once every 100 years

Consequences of Risk

Extreme (5)	The consequences would threaten the survival of not only the program or activity, but also SE MTB Co, Snowy Mountains Bike club or MTBA, causing major problems for participants.
Very High (4)	The consequences would threaten the survival or continued effective function of the event, or require the intervention of top level management.
Medium (3)	The consequences would not threaten the event, but would mean that the administration of the event could be subject to significant review or changed ways of operating.
Low (2)	The consequences would threaten the efficiency or effectiveness of some aspects of the event, but would be dealt with internally at a local level.
Negligible (1)	The consequences are dealt with by routine operations at a local level.

Level of Risk

The table provides a quick and easy way of relating the likelihood and consequences of a risk to determine the level of risk. It will help provide consistency particularly for processes where a range of risks is being considered.

Consequences

Likelihood	Negligible (1)	Minor (2)	Medium (3)	Very High (4)	Extreme (5)
Almost Certain (5)	Moderate	Moderate	Major	Severe	Severe
Likely (4)	Moderate	Moderate	Moderate	Major	Severe
Possible (3)	Low	Moderate	Moderate	Major	Major
Unlikely (2)	Low	Low	Moderate	Moderate	Major
Rare (1)	Low	Low	moderate	Moderate	Moderate

The risk levels highlighted in this table (major and severe) need to be addressed aggressively prior to the event being run.

Severe	Almost certain to threaten the survival of your event, its administration and your club either financially or politically.
High	Likely to threaten the survival or continued effective function of your event or your club financially or politically.

Major	Major Likely to cause some damage, disruption or breach of controls.
Moderate	Unlikely to be a threat to the efficiency and effectiveness of your event.
Low	Unlikely to threaten some aspects of your event.
Trivial	Trivial risks & have negligible impact on your event.

Risk priority scales

The assessment of a risk will enable priorities to be established that correspond to the level of risk indicated. Those responsible for management in the area of the risk must then determine what action is appropriate to treat each risk.

Risk priorities can be rated according to:

- The potential loss or damage impact
- The degree of urgency required to treat the risk or the type of intervention to treat the risk
- The level of importance in taking action to manage the risk.

Priority	Level of Risk
1	Severe risks that are likely to arise and have potentially serious consequences requiring urgent attention
2	Major risks that are likely to arise and have potentially serious consequences requiring urgent attention or investigation
3	Moderate risks that are likely to arise or have serious consequences requiring attention
4	Low risks unlikely to arise and of low consequences that may be managed by routine procedures

Accidents/ Injuries

Accidents and injuries are a part of mountain biking and SE MTB Co aims to get as many people mountain biking and keep them as safe as possible by educating them on how to use our facilities from going up the chairlift to getting back down in one piece. However from time to time people do crash and do need our assistance whether it is something as little as picking them up brushing the dust off them and helping them back on their bike, to administering first aid, organising a pick up off the hill and sometimes seeing the casualty to the doctors or into an ambulance.

If an accident does occur;

Don't panic, calmly assess the situation

Remember your First Aid training DRABC

D anger-To yourself others and then the casualty

R esponse - Is the patient responsive to your approach (talking, touch)

A irway - Has the patient anything blocking their airway

B reathing - Is the patient breathing

C irculation - Does the patient have a pulse

- Use others in the group to help control the approach of any more riders by either diverting riders or stopping riders
- Assess the patient and administer First Aid giving them constant reassurance that they will be OK and tell them what we are doing to help them
- Contact the bike shop and organize a pick up giving precise location of a pick up point and summary of the patients situation and any requirements like ice or extra bandages also ask them to organize any extra medical services such as a Doctor, KT medical staff, or Ambulance
- The bike shop needs to know the main points to pass on to others about the situation but be sure not to give to many explicit details about the patient within earshot that might worry them more
- From this point on stay with the patient until support arrives observing the patient looking out for signs of deterioration in their condition
- Once support has arrived help the patient into the vehicle and then thank those that have been helping or waiting patiently for the tour to resume
- When the tour has finished fill out appropriate paperwork in the bike shop
- Replenish First Aid supplies if necessary and follow up on the patients condition
- Never leave the patient waiting alone

Customer safety is our biggest priority, and if in the event they do hurt themselves we want to ensure that we give them the best treatment affordable to us a the time. Remembering the above steps will help get you through.

Reporting Incidents

A working definition of an 'incident' is anything that occurs that is not routine.

All Incidents must be reported, including the following

- Injury or illness of volunteers, participants or members of the public
- Loss or theft of personal property
- Issues relating to rider safety
- Issues relating to public safety
- Specific event related issues.

An incident is also anything that has a potential impact on people. As previously mentioned, these may include:

- Discrimination
- Harassment
- Assault
- Near miss accident or safety issue
- Death
- Unacceptable volunteer performance or behavior within the event staff
- Fraud
- Breach of security

When reporting an incident, the first person volunteers should contact is the event manager or the volunteer manager, either Jane Corben or Rob Tyler. If they are unavailable, or this is inappropriate in the circumstances, then contact should be made with any other SE MTB Co staff directly.

When reporting an incident it is useful to have at hand the following information.

- What is happening/what has happened?
- Is medical assistance required?

- Who is involved?
- Where is the incident occurring?
- What is the current status?
- Who you are and your role/who else is there?
- When: date and time.

When the immediate threat or issue is under control, record the information about the incident on the incident form (see sample at Annexure 4). Incident forms are also available from MTBA.

You should also record any action you have taken. As soon after the incident as possible, hand in your Incident Form to the event or volunteer manager who will forward it to MTBA.

You may be required to complete further information at a later stage. Find out whether you are required to provide further information, take additional action or answer questions before returning to your duties.

Emergency Contact Details

SE MTB Co Bike Shop	6457 6282
Thredbo Service Station	6457 6234
Doctor Breathour Thredbo	6457 6254
Jindabyne Family Medical Practice	6457 1221
Cooma Hospital	6452 1333
Rob Tyler	0417 303 835
Jane Corben	0403 033 170

Annexure 1

Bikes

Bike Servicing is a key factor in safety on the track as a bike that isn't working sufficiently can be a very dangerous weapon. Failing brakes means the rider cant stop, Pedals with no grub screws provide no grip for shoes, derailleurs that are not adjusted correctly can cause a slipping chain, all these little factors can cause massive crashes. Start and end of day bike servicing is an essential part of racing:

These services should consist of:

- Checking the wheels for any play in the hubs
- Checking rims for buckles and spoke tension especially on newer bikes
- Tyres for wear condition and for any sidewall blowouts
- Check that all bike suspension pivots, shock mounts, linkages and swingarms are free of play/movement
- Bottom bracket, cranks, chain device, chain rings and pedals have no movement/play and have not been bent
- Head stem and headset are free of movement/play and are in correct alignment
- Handlebars are straight, Brake and Gear Levers are not bent or jammed into or out of position
- Run a set of allen keys over the whole bike not cranking on every bolt but just giving each bolt a little nip to check tension - Start at the rear of the bike with the derailleurs, the rear wheel axle, rear brake calliper, linkages and all pivots, seat post and seat, cranks, shock mounts, brake and gear levers, head stem and headset, fork legs upper and lower and finishing at the front with the front wheel axle and the front brake calliper
- Check the pedals are also on tight with a nip with the pedal spanner
- Run through the gears and adjust them if necessary
- Check the Brake pads to make sure they have enough "meat" and brake rotors to make sure they are done up correctly with a little nip on the bolts and they have no buckles or ding spots from rocks
- When running the allen keys over the bike check the frame for any new dings or maybe even cracks

Once all is checked over go for a ride running through the gears, testing the brakes, bouncing up and down on the bike to check the suspension is working correctly and the bike is ready to go for tomorrow Obviously not every bike service is going to go that smoothly, these checks will maintain the bikes condition and help you discover any problems the bike may have so it can be repaired properly.

Personal Protective Equipment

Personal Protective equipment shouldn't be treated badly by being thrown around as this can cause damage.

Before and after use all Personal Protective Equipment should be treated as follows:

- Visual inspection for damage
- Straps checked for buckles
- Flex the helmet from the face piece back into the main section of the helmet to check for strength
- The personal protective equipment should then be hung up ready for it's next use, this gives the equipment time to air out and dry for the following day
- Making a visual inspection for cracks or any stitching on any plastic panels,
- Rips or tears in the material anywhere
- Breakages in the fastening systems, in the zips on pressure suits and on the velcro on gloves and knee/shin guards

Annexure 2 **Our Guides**

All Staff at South East Mountain bike Co are first aid trained and qualified.

To increase the safety of the event we have roving guides who ride the trails during practice times and Marshall in position during race times

Every guide carries a pack that has everything to help get themselves or a rider out of trouble or at the very least help get them down the hill.

This pack contains the following:

First Aid Kit with at a minimum, Small and Medium Bandages, Snake bite compression bandage, Triangular Bandage, Heat Blanket (one of those silver fold up ones), Band aids, wound closure strips, Gauze pads, Bettadine wipes, 2x tubes of saline solution or water, tweezers, Scissors, and a little sealable bag to put either rubbish or important items such as a dead spider or body part.

Tool Kit with at least two sets of Allen Keys, Pump to do both Presta and Shraeder Valve tubes, Tyre levers, Chain Breaker, Small or Medium Shifter, Pliers, Spoke Key

Spare parts like Presta and Shraeder valve tubes, also spare chain links, brake pads, gear cables, Jockey Wheels and hardware, and a couple of popular sized bolts

A UHF Radio and Mobile Phone should also be carried at all times to communicate with the bike shop.

Annexure 3 **Marshalls Briefing**

Marshall Briefing Checklist

Who to contact: Rob Tyler 0417 303 835

Radio Etiquette & Use;

Only use if necessary to contact race officials, they are not for personal communication

Make sure the radio has volume & is on Channel 2

Press the button on the side to make the relevant call eg "DH/XC Commissaire from Rob, DH/XC Commissaire from Rob"

then stop pressing the button, they will reply, then state your situation & wait for directions

Make the call if at any point if you see a rider that is/has:

Crashed

Ridden outside the bunting
Received help from an outside source
Or if there is anything else interfering with the racing.

Downhill Course Marshalls

Start of Singletrack

Watch Riders down fire road and through the corner and the start of the singletrack as they disappear down towards Kareela Hut.

Kareela Hut

Watch riders as they come down from above Kareela Hut go through the switch backs and across the Summer Road into the Snakes and Ladders Section.

Snakes and Ladders

Watch riders go through 40 Bags Corner and down the stairs and steep corners through towards Dougies Dip.

Pallets / New section

Stand at the Pallets where the B trail rejoins the DH Trail and watch the fast traverse and ride through the new section in the trees to the open ski run where the wooden ramp is and off down to Bandicoot and Davo's Corner.

Davo's Corner/Bandicoot

Watch riders ride through Bandicoot Corner/ traverse through Davo's Corner and around the corner towards Snow Gun Heights.

Rock Jump

Watch from the Rock Jump up towards Snow Gun Heights and watch riders enter the Bunnywalk tree section.

Rock Garden

Watch riders enter and negotiate the Rock Garden and watch the next few corners.

Magnetic Rock

Watch riders exit Bunny Walk trees hit the couple of turns into Magnetic Rock and watch riders exit Magnetic Rock and watch them ride across the traverse.

Wombat Walk

Watch riders ride across the traverse into the 3 Pigs and exit the Pigs onto Wombat Walk and watch riders go through the next few turns over and around Hoppers Crossing.

Top of last trees

Watch riders ride out of corner below Hoppers Crossing traverse into the long lefthander before entering the last set of trees known as the IMBA Berms.

Bottom drop

On the exit of the last trees watch riders complete the drop and ride through to the DH finish.

XC Course

Sector 1

Bridge Crossing @ Valley Terminal

Maintain road crossing.

Keep road closed during race times letting through official Thredbo Vehicles, Race Vehicles, Doctors Vehicles, and or any Emergency Vehicles, spectators and pedestrians.

Only let the appropriate vehicles through when there is sufficient time to cross and clear the race course.

Ensure riders stay in between the designated bunted area.

Sector 2

Road Section at the base of the Woodridge Rd climb.

Ensure rider safety.

Ensuring the riders stay inside the bunting riding on the road next to the trees with the bunting on the right hand side, and not cutting up through the lodges to the start of the single track.

By watching riders come from the left near the bobsled and ride past them up the road to the start of the single track

To find shade move towards the lodges closer to the bobsled so you can still riders come from the bobsled

Sector Three

Creek Station to Friday Flat traverse.

Ensure riders come out of the **Lower Section** (Village/Downhill Side) of the Race Course head to riders right, towards Friday Flat.

Ensure riders coming out of **Upper Section** (Mountain/Uphill Side) of the Race Course head riders right towards Valley Terminal across the bridge and up the summer road.

Allow pedestrians and Authorised Vehicles through such as Thredbo Vehicles, Race Vehicles, Doctors Vehicles, and or any Emergency Vehicles.

Close road at times to ensure riders have ample opportunity as not to be distracted by the vehicles or pedestrians crossing between the trail.

Sector 4

Friday Flat Bistro red concrete area.

Ensure riders stay on track entering from the high left of Friday Flat watching riders ride off to the second feed zone on the lower section of the Bridal Loop across the concrete area.

Ensuring riders returning from the high side of the Bridal loop stay on course riding up through the tree island in the centre of Friday Flat and off to the Four Cross Track before disappearing out of sight as they leave Friday Flat.

Sector 5

Trail intersection 200m from the feed zone towards the Bridal Loop.

Ensure riders stay on the appropriate trail and don't cross from one trail to the other skipping the Bridal Loop Section.

On the low/road side they ride from the Feed Zone area to the Bridal Loop.

On the high/uphill or mountain side riders ride from the Bridal Loop back towards Friday Flat.

Sector 6

Bridal Loop trail intersection and two bridges

Ensure Riders Stay on course riding on the lower section of trail from Friday Flat and ride past on the lower section of the race track and around the Bridal Loop, ensuring riders do not cross over trails to eliminate the Bridal Loop from their laps.

Ensuring that riders that go into the Bridal Loop come out of the Bridal Loop and stay on the high section of trail and head off towards Friday Flat.

Sector 3 A

Intersection at top of Summer Road at the top of Friday Flat sending riders right up the Enduro Loop extension and ensure they do not ride riders left up the XCO Course.

Ensure riders stay on the grass riding out of Friday Flat not on the Summer Road

Ensure riders ride riders right up the Enduro Loop extensions and ensure they do not ride riders left up the XCO Course

Allow pedestrians and Authorised Vehicles through such as Thredbo Vehicles, Race Vehicles, Doctors Vehicles, and or any Emergency Vehicles.

Close Road at times to ensure riders have ample opportunity as not to be distracted by the Vehicles or pedestrians crossing between the trail.

Sector 7

Top of the 4WB Track

To watch riders ride across the grass and down the 4WB Track ensuring riders ride the switchbacks onto and off the ski run and 4WB Track.

To notify the XC Commissaire of any riders not riding on the race course and riding straight down the 4WB Track

Sector 8

Bottom of the 4WB Trail/wooden bridges under the Kosciusko Chairlift.
Ensure riders negotiate the 4WB track successfully and get up onto the wooden bridges and stay on course,
To blow a whistle to let Sector 9 Marshall Know that XC Racers are coming and to stop DH Riders from crossing
the race course while riders are on the XC Course racing.

Sector 9

DH Course crossing
To stop practicing DH riders and pedestrians from crossing the XC racetrack as not to interfere with riders on
course.
To listen for the whistle from and watch the section from under the Kosciusko Chairlift and get ready to stop DH
riders and pedestrians so they don't interfere with the riders on course.
Wait for riders to ride away from the crossing before letting the pedestrians and DH riders across.

**Annexure 4
Incident Report**

Privacy Statement Given YES NO **Time** _____ **Date** _____

Exact Location _____

First Name _____ **Last Name** _____ **D.O.B** _____ **Age** _____

Address _____

Telephone _____ **Guest Staff** **Competitor** **Pass** _____

Do you know the MTB Responsibility Code? YES NO

Protection worn _____

Ability BEG INT ADV

Details of Incident LOC-SINGLE PERSON JUMP LIFT LOAD LIFT UNLOAD LIFT RIDING
POOR VIS COLL PERSON COLL NATURAL COLL MAN MADE

Possible Injury OPEN FRACTURE CLOSED FRACTURE SPRAIN BRUISE
DISLOCATION ABRASION LACERATION TENDERNESS SHOCK
CONCUSSION PRE EXISTING OTHER (PLEASE SPECIFY) _____

Injury Location HEAD CHEST ELBOW GROIN/PELVIS ANKLE FACE RIBS KNEE
ARM/UPPER/LOWER HIP FOOT TEETH ABS FINGERS
WRIST NECK BACK/UPPER/LOWER HAND SHOULDER
LEG/UPPER/LOWER CLAVICLE OTHER (PLEASE SPECIFY) _____

Treatment and equipment used

First Aiders
Comments

Name _____ **Signature** _____