



# **SAFETY PLAN**

## **R2 - Regional 1 Day Performance Rally**

### **October 17, 2026**

## **A: Organizational Information**

A1: Organizing club: West Coast Rally Association

A2: October 17th 2026

A3: Event officials:

Coordinator: Paul Westwick (604-617-4132, paul@rallybc.com)

Clerk of the course: Paul Westwick

Safety Officer: David Steeper, (778-214-1063 Steeperd@gmail.com)

Chief Control Marshal: Polina Sergeyenko

Chief of Security: Paul Westwick

Chief Scrutineer: Mike Dyer

Chief Radio Marshal: Barbara Barrett

Registrar: Tony Latham (604-537-6760, tony@rallybc.com)

A4: Communications:

HAM radio, using VE7 IRN repeater (146.660 - .600), with backup simplex

146.520 Net control: Barbara Barrett, located at rally HQ

Vehicle tracking: RallySafe with radio blockers providing backup tracking. See E1

Operations: In general, all communication is through net control, with simplex relays in certain areas if required (e.g. radio shadows)

A5: Safety Requirements:

All marshals and competitors shall sign the online waiver (or paper for French-speaking teams) and will be given wristbands to indicate that they have. Stage marshals will wear CARS marshal vests.

## **B: Stage Details – Mab East**

a) SS1 & SS3, “Mab East”

b) Length: 15.34km

c) Surface: gravel & dirt

d) Used in various forms since 2003, in its current configuration since 2025. Fastest average 113.0 km/h (2025)

- e) Stage Start Captain: Heather Pliva N50°06.659 W120°47.332 598m
- f) Stage Finish Captain: Erin Chovanak N50°19.260 W120°38.007 1400m
- g) Road ownership: crown/forestry, permitted to Aspen Planers
- h) Permission granted: Aspen Planers
- i) Spectator areas: one official spectator area, 1km into the stage, with access blocked during each in/out pair of stages. No unofficial spectator areas
- j) Marshals: Start and finish each have a captain plus a minimum of three additional, to cover access control and timing, plus a radio operator. There are 9 interior radio blocker locations at potential access points plus the spectator junction.

Preparation:

See course opening checklist

Access:

All access to the stage is from the start. Access to the stage finish is via the start, traversing the stage.

## **B: Stage Details – Mab West**

- a) SS2 & SS4, “Mab West”
- b) Length: 15.42km
- c) Surface: gravel & dirt
- d) Used in various forms since 2003, in its current configuration since 2025. Fastest average 110.5 km/h (2025)
- e) Stage Start Captain: Erin Chovanak N50°19.260 W120°38.007 1400m
- f) Stage Finish Captain: Heather Pliva N50°06.659 W120°47.332 598m
- g) Road ownership: crown/forestry, permitted to Aspen Planers
- h) Permission granted: Aspen Planers
- i) Spectator areas: one official spectator area, 1km from the end of the stage, with access blocked during each in/out pair of stages. No unofficial spectator areas
- j) Marshals: Start and finish each have a captain plus minimum 3 additional marshals to cover access control and timing, plus a radio operator. There are 9 interior radio blocker locations at potential access points. The spectator point will have at least 4 marshals and a radio.

Preparation:

See course opening checklist

Access:

Same as Mab West.

## B: Stage Details – Kirby South

### Details:

- a) SS5 & SS7, “Kirby South”
- b) Length: 17.47km
- c) Surface: gravel & dirt
- d) Used as the first half of the Helmer stage since 2003, 3.5km longer than the 2025 configuration. Fastest average 108.1 km/h (2015)
- e) Stage Start Captain: Erin Chovanak N50°19.721 W120°38.798 1371m
- f) Stage Finish Captain: Heather Pliva N50°14.3059, W120°43.2311 1451m
- g) Road ownership: crown/forestry
- h) Permission granted: BJ Moore
- i) Spectator areas: official spectator area 120m after the start, no unofficial spectator areas
- j) Marshals: Start and finish each have a captain plus minimum 3 additional marshals to cover access control and timing, plus a radio operator. There are 11 interior radio blocker locations at potential access points plus the spectator junction. The spectator point will have at least 4 marshals and a radio.

### Preparation:

See course opening checklist

### Access:

All access to the stage is from the start.

### Spectator Diagram:

See attached spectator setup document

## B: Stage Details – Kirby North

### Details:

- a) SS6 & SS8, “Kirby North”
- b) Length: 17.37km
- c) Surface: gravel & dirt
- d) Used in various forms since 2003, 3.5km longer than the 2025 configuration. Fastest average 103.2 km/h (2025)
- e) Stage Start Captain: Heather Pliva N50°14.3059, W120°43.2311 1451m
- k) Stage Finish Captain: Erin Chovanak N50°19.721 W120°38.798 1371m
- f) Road ownership: crown/forestry
- g) Permission granted: BJ Moore
- h) Spectator areas: official spectator area 120m before the flying finish, no unofficial spectator areas
- i) Marshals: The start and finish each have a captain plus at least three additional to cover access control and timing, plus a radio operator. There are 11 interior radio blocker locations at potential access points plus the spectator junction. The spectator point will have at least four marshals and a radio.

#### Preparation:

See course opening checklist

#### Access:

All access to the stage is from the finish. Access to the stage start is reverse course via the finish, traversing the stage.

#### Spectator Diagram:

See attached spectator setup document

## C: Emergency Plan Details

#### C2 – Medical services:

The course closing group includes one Medical Response Vehicle with a licensed paramedic capable of transporting an injured party. SWEEP also has a licensed paramedic and first responder equipment. If transport is ever required, the paramedic will coordinate with the clerk of the course on whether transfer to provincial ambulance is required, and if so, where they should meet. See C3b for meeting locations

#### C1/C3—Protocols for participant incidents/stage stoppage and serious incidents:

Net control will act as the course's deputy clerk.

(1) **RADIO NET** – The radio net will conduct emergency procedures. The Clerk of the Course or deputy will declare an emergency, conduct a formal radio net, and give direction to **“secure all radios”**. “Secure all radios” means that all loudspeaker systems shall be turned off immediately, and those carrying handhelds should attempt to move away from the public and spectators. The radio traffic that is about to occur is not for the public and/or spectators to hear, as it will be emergency communications. At this point, a formal radio net is established. **All unnecessary radio traffic must stop at once.** The Senior Steward and Safety Officer is to be advised and included in the net.

(2) **RALLY TRAFFIC**—Net Control will direct the stage start control (or controls if more than one stage is active) to stop sending cars in. Radio blockers will be instructed to display Stop signs to rally traffic where appropriate (e.g., upstream of the incident) and if it is safe to do so. RallySafe will push stop messages to the cars.

(3) **INFORMATION GATHERING** - The Clerk of the Course or Deputy Clerk will gather information to determine the nature and location of the incident – facts only, no speculations. Where possible, reference to competitors over the radio should be by **Car Number** and **driver/co-driver** – mentioning names of those involved in the incident should be avoided if possible. If the incident is within mobile phone range, sensitive information should be relayed by phone.

(4) **EMERGENCY HELP** – The paramedic is in a course closing vehicle. For medical emergencies, they will be directed to the site of the incident, if they are not there already. The Clerk of the Course or deputy will consult with the paramedic on what additional emergency help may be required and will agree on which of them will make the call (e.g. the paramedic may be able to call directly by mobile phone, with agreement of CoC). If

provincial ambulance or other emergency services are required, a guide will be sent to the nearest **Access Point** to meet the emergency vehicles and lead them to the scene.

## **AMBULANCE AND RCMP – 911**

### Emergency Evacuation Plan

In the event of a significant emergency (e.g. wildfire, serious crash, or security threat) that requires evacuation, the following plan will be enacted:

#### 1. Assessment and Decision-Making

The Clerk of the Course or Safety Officer will assess the nature of the emergency and determine if a full or partial evacuation is necessary. They will designate primary and secondary rally-wide meeting points based on proximity, accessibility, and safety (to be determined pre-event and shared with staff).

#### 2. Communication

The call to evacuate will be relayed via Net Control and RallySafe. Net Control will direct all radio operators to relay the message to marshals, volunteers, and competitors. The evacuation message will include:

- Clear instructions to evacuate,
- The designated meeting location(s),
- Preferred evacuation route(s),
- A reminder to check in with designated personnel.

#### 3. RallySafe Usage

All course and competitor vehicles equipped with RallySafe will receive a direct message indicating an emergency halt or reroute. Crews will be instructed via RallySafe to evacuate and proceed to the designated location.

#### 4. Stage Downgrade and Blocker Coordination

If a stage is active, RallySafe will transmit red-flag alerts and stop messages to all competitors. Radio blockers will support this by halting traffic at their locations and providing additional directions if required. Blockers are also tasked with confirming that any volunteers or spectators in their zone are evacuating.

#### 5. Check-In and Accountability

Marshals or designated volunteers will confirm arrivals at each meeting location and

cross-reference with registration lists to ensure all competitors, staff, and spectators have evacuated. The final vehicle leaving the area should be a designated radio-equipped official responsible for confirming the area is clear.

## 6. Authority Limitations

Event staff will assist in the safe evacuation of all rally-affiliated individuals but acknowledge that they have no legal authority over members of the public or residents in the area.

# D: Maps

**D1-** Please see the attached Spectator Guide maps with directions to stage starts.

**D2-** Spectator layout diagrams and instructions

# E: Other Event Documentation

## E1 Vehicle Tracking and Emergency Notification details

This event will use both traditional vehicle tracking by radio blockers and GPS tracking through the RallySafe System. The systems will be used in tandem, complementing each other.

GPS Tracking: This system provides regular updates on car location and speed as well as 'exception' reporting of cars coming to a stop. The information is displayed on a graphical interface and includes alarms for certain situations. Information from the tracking units will be used to assess the situation and determine whether to send in resources.

The implementation will be as follows:

- 00, 0, Sweep, and every competing car will be outfitted with a RallySafe unit.
- Teams will be briefed on the use of the three status modes. OK, Hazzard, and SOS.
- When a car indicates it has stopped on stage, the RallySafe monitor will send a message to the car asking for confirmation that they are OK. The radio net will advise all blockers that we are aware of a stopped car.
- When a car sends an SOS signal via RallySafe, emergency crews will be placed on standby but will not enter the stage immediately. RallySafe will automatically send a message to the vehicle's unit to confirm the SOS status. If the crew confirms the SOS or we receive a second SOS from the same location, emergency resources will be sent in. Meanwhile, any following crews will be watched, and if they continue without stopping, the crews will be asked at the finish control to report on the stopped car's condition.

**If there is any doubt about the situation, RallySafe may send additional queries to the stopped vehicle, and other competitors may be directed to assist or confirm the crew's status.**

### **Radio Blockers**

Radio blockers are stationed at key access points and junctions throughout each stage, forming an essential component of the rally's safety infrastructure. While RallySafe is the primary vehicle tracking and emergency notification system, radio blockers provide a critical secondary layer of real-time situational awareness.

## **E2: Emergency Access & Meeting Points**

The following locations are designated meeting points for rally officials to guide emergency services into the stages. These points were selected based on access reliability and proximity to the stages. Limited access points are noted for sweep or recovery use and are unsuitable for standard emergency vehicles.

### **SS1 & SS3 – Mab East**

Primary Meeting Point: Helmer Road Gravel Pit

Coordinates: 50.108611, -120.788611

Directions: From Merritt, take Hwy 5 North to Exit 315. Turn west onto Helmer Road and proceed approximately 1 km to the gravel pit.

Limited Access Point: Mab Lake FSR Via Monk Park Rd and N Nicola Lake FSR

Coordinates: N50°06.659, W120°47.332

Access Notes: 4wd required. Sweep-only access. Not suitable for ambulance access.

### **SS2 & SS4 – Mab West**

Same as SS1 & SS3 Mab East.

### **SS5 & SS7 – Kirby South**

Primary Meeting Point: Junction of Helmer Road and Eve Lake FSR

Coordinates: 50.108611, -120.788611

Directions: From Merritt, take Hwy 5 North to Exit 315. Continue west on Helmer Road for approximately 1 km to Eve Lake FSR.

Limited Access Point:

Location: Kirby South Stage Finish (via Grimshire FSR)

Coordinates: N50°14.379, W120°41.307

Access Notes: 4WD required. Rough road. Sweep-only access.

**SS6 & SS8 – Kirby North**

Same as SS5 & SS7 – Kirby South

## **F: Protocols**

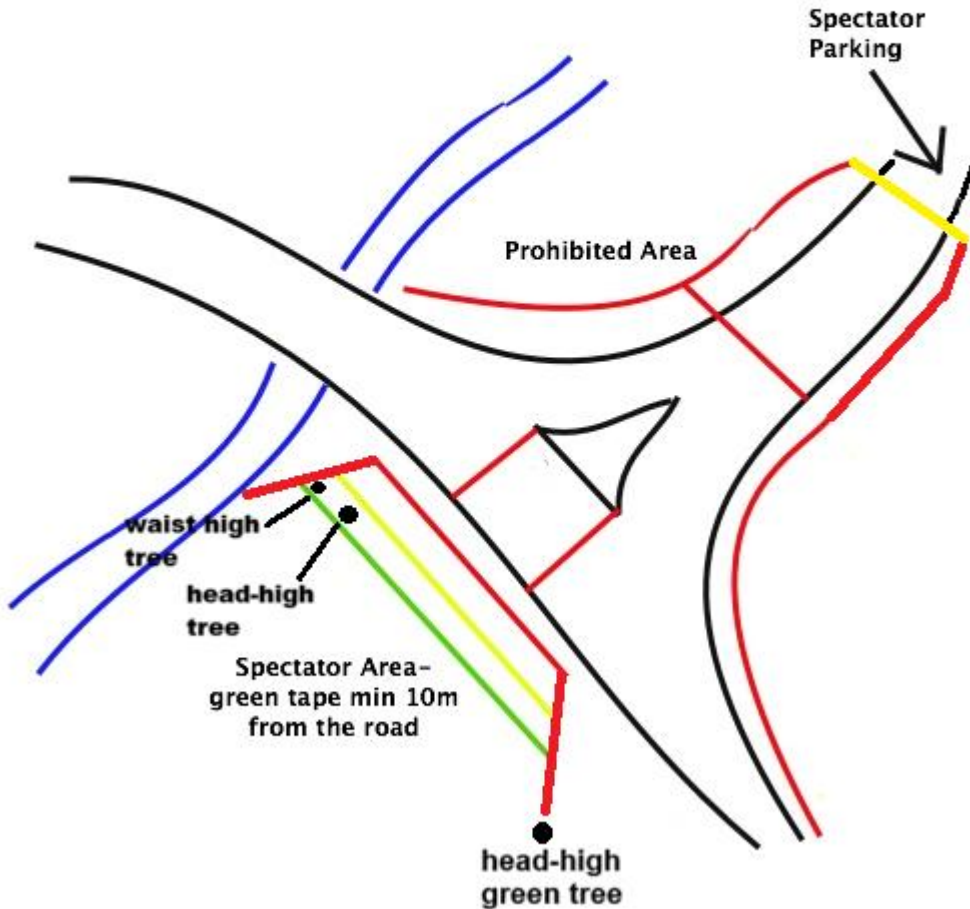
Copies of the safety plan and emergency plan will be distributed digitally to all required staff

### Mab Spectator Setup:

Exit 315, at T junction, spectator sign, Left arrow, over CG onto gravel (zero odo at CG)  
0.16km, turn R into control zone, spectator sign, Right arrow. Marshal here to direct spectators in, and to hold cars if the parking area is full.

0.56km, note start board, zero odo again

1.12km, spectator corner – block spectators from driving further. Direct them up the rough road on Left. Place the green tape on the inside of the corner, from the creek/culvert up to the pole with the “20” mark, and the tree-line just beyond. You may need a few stakes to keep the tape behind the pole at the apex of the corner. Leave a run-off zone in the side-road for competitors, so first parked spectator car should be about 100m up hill from the junction.



### Kirby Spectator Setup:

Exit 315, at T junction, spectator sign, Right arrow – zero odo here

1.15km Tunnel

1.34km SA onto gravel, Spectator sign straight ahead, then CG

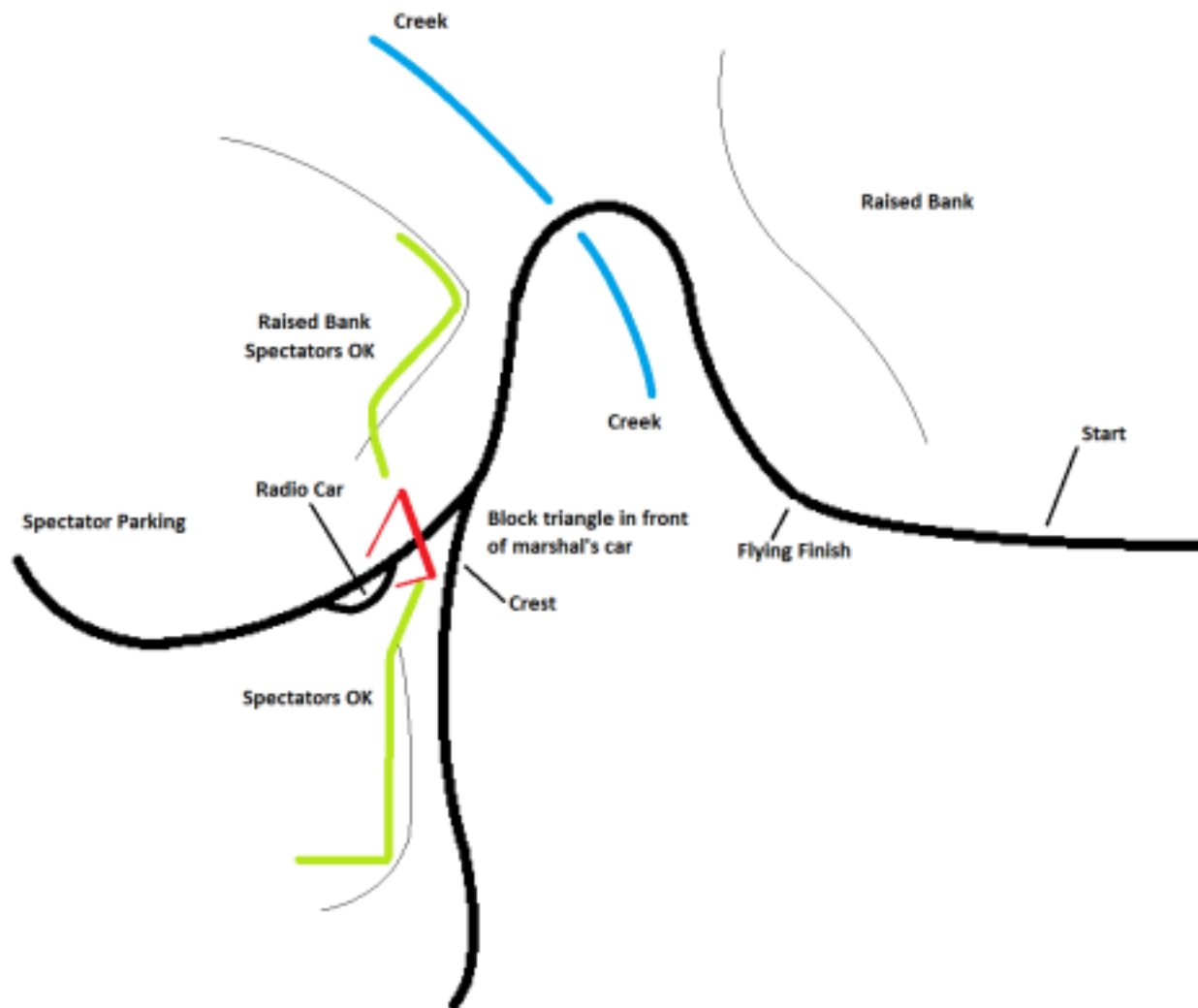
1.48km 90R, Spectator sign, Right arrow

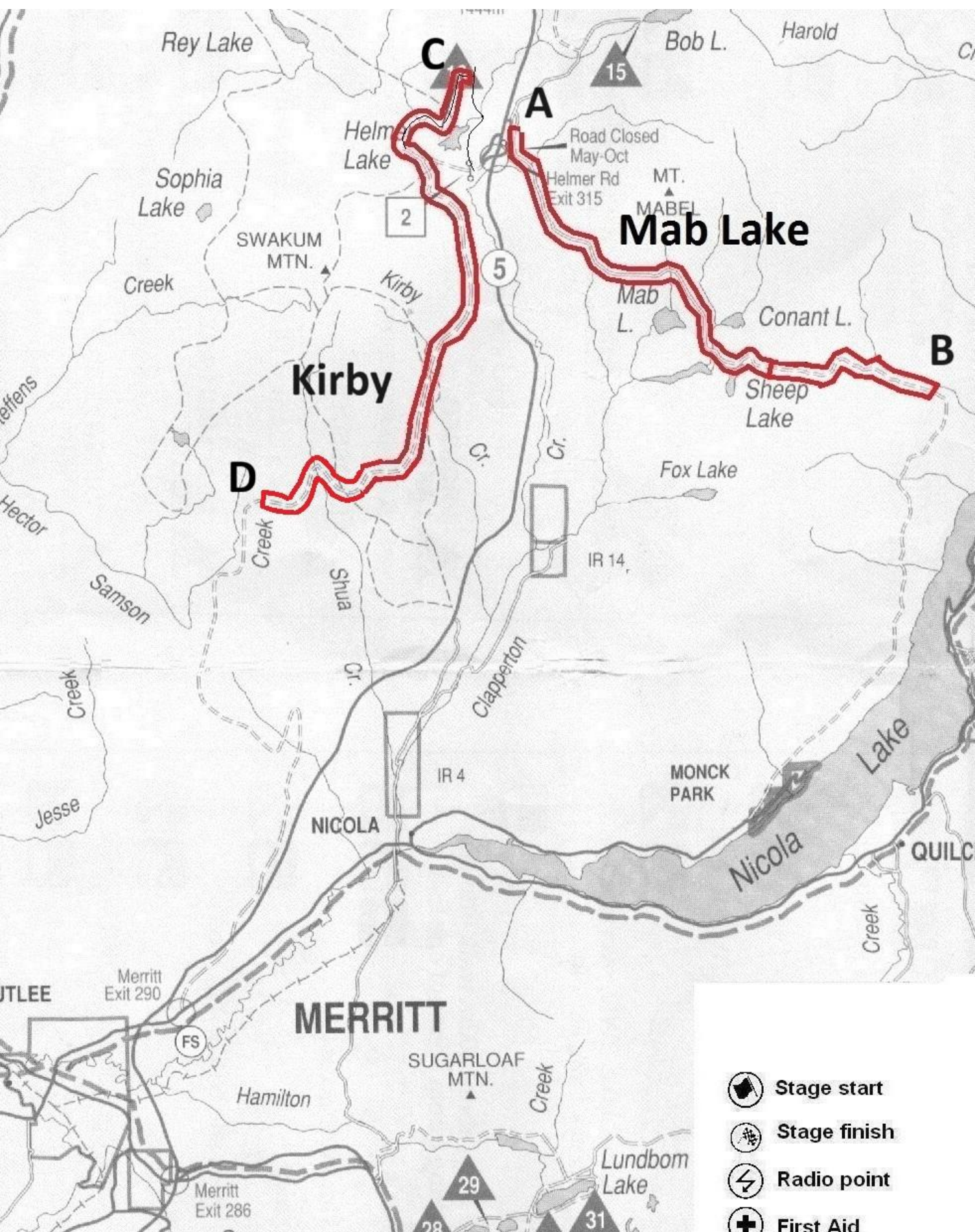
3.07km Bridge – caution rough lip

3.54km, Left into control zone. Marshal here to direct spectators in, and to hold cars if the parking area is full, or if too late. Additional cars can park in the road straight ahead, and walk in along the upper bank above the stage road – if we have time, flag that area as well.

3.69km, note start boards

3.97km, spectator zone – park cars up on the road to the right, and banner as follows:





Staffing as of Thursday October 15:

|                 |               |  |                  |         |  |                  |              |
|-----------------|---------------|--|------------------|---------|--|------------------|--------------|
| <b>Saturday</b> |               |  |                  |         |  |                  |              |
|                 |               |  |                  |         |  |                  |              |
| <b>Service</b>  |               |  |                  |         |  |                  |              |
| Polina S        |               |  |                  |         |  |                  |              |
| Ivan S          |               |  |                  |         |  |                  |              |
| Sophie S        |               |  |                  |         |  |                  |              |
| Claire S        |               |  |                  |         |  |                  |              |
| Gurkan G        |               |  |                  |         |  |                  |              |
| Sheldone C      |               |  |                  |         |  |                  |              |
|                 |               |  |                  |         |  |                  |              |
| <b>Mab</b>      | 8-13:30       |  |                  |         |  |                  |              |
|                 |               |  |                  |         |  |                  |              |
| <b>Alpha</b>    |               |  | <b>Spectator</b> |         |  |                  | <b>Radio</b> |
| Heather P       | captian       |  | Dawn T           | captain |  | alpha            | Klaus K      |
| Klaus K         | radio         |  | Geoff A          | radio   |  | 1-07 / spectator | Geoff A      |
| Christopher HW  |               |  | Erin N           |         |  | 1-28             | Becca G      |
| Leil S          |               |  | Jordan D         |         |  | 1-40             | Dekaiah H    |
| Gabriela M      |               |  | Alex N           |         |  | 1-48             | Jim H        |
|                 |               |  | Andy N           |         |  | 1-52             | Tim L        |
|                 |               |  | Cameron M        |         |  | 1-56             | Tom B        |
| <b>Bravo</b>    |               |  | Dominik L        |         |  | 1-59             | Adam C       |
| Erin C          | captain       |  | Matt B           |         |  | 1-68             | Robb C       |
| Tim C           | radio         |  | Molly K          |         |  | 1-80             | Daniel R     |
| Raven B         |               |  | Ben P            |         |  | bravo            | Tim C        |
| Prince M        |               |  |                  |         |  |                  |              |
| Gerrit U        |               |  |                  |         |  |                  |              |
|                 |               |  |                  |         |  |                  |              |
| <b>Kirby</b>    | 13:30 - 19:30 |  |                  |         |  |                  |              |
|                 |               |  |                  |         |  |                  |              |
| <b>Charlie</b>  |               |  | <b>Spectator</b> |         |  |                  | <b>Radio</b> |
| Erin C          | captain       |  | Dawn T           | captain |  | charlie          | Tim C        |
| Tim C           | radio         |  | Ben P            | radio   |  | 2-01 / spectator | Ben P        |
| Raven B         |               |  | Erin N           |         |  | 2-05             | Geoff A      |
| Prince M        |               |  | Jordan D         |         |  | 2-13             | Daniel R     |
| Gerrit U        |               |  | Alex N           |         |  | 2-15             | Robb C       |
|                 |               |  | Andy N           |         |  | 2-52             | Adam C       |
|                 |               |  | Cameron M        |         |  | 2-59             | Tom B        |
|                 |               |  | Dominik L        |         |  | 2-60             | Tim L        |
| <b>Delta</b>    |               |  | Matt B           |         |  | 2-67             | Jim H        |
| Heather P       | captian       |  | Molly K          |         |  | 2-69             | Dekaiah H    |
| Klaus K         | radio         |  |                  |         |  | 2-72             | Becca G      |
| Christopher HW  |               |  |                  |         |  | 2-80             | Alexander T  |
| Leil S          |               |  |                  |         |  | 2-85             | Kristina P   |
| Gabriela M      |               |  |                  |         |  | delta            | Klaus K      |
|                 |               |  |                  |         |  |                  | VE7 ZKA      |