



## CAMS OH&S/RISK MANAGEMENT NEWSLETTER EDITION 9—29/11/04

We would like to once again thank you all for participating in Phase 1 of CAMS OH&S/Risk Management Compliance Project, the introduction and awareness workshops. Phase 1 of the three phase project is now completed and it is now time to move onto Phase 2!!

Throughout the project we aim to send out frequent and regular newsletters. Following the tremendous response that we have had to the newsletters and the follow up worksheets we will continue to attach documents and seek your response on issues. This is an important part of the overall project, under the heading of ‘consultation with stakeholders.’

We would like to reinforce that as you have completed a Phase 1 workshop and are now armed with the knowledge, it is everybody’s job to start changing the old culture. Remember to talk to everybody that you work with, ask them what they think and how we can improve what we are already doing? Include them, as we all own this project and it is everybody’s responsibility.

The concept of an event being a workplace is one of the most important to grasp. We spend so much of our time ensuring that what happens “on track” works perfectly, that we sometimes forget about “off track”. We are equally responsible for what happens off the track as we are on the track, i.e. our responsibility extends from the front gate to the back gate and everywhere in between, for example if a serious/critical incident occurs off the track it should be treated with the same response as if it were on the track, unless these are dedicated teams

and procedures to handle the incident without disruption to the “on track” activity, as is the case of the AGP. However, even at the AGP, there are systems in place to ensure that non-trackside procedures are approved by the relevant persons, including the Chief Medical Officer.

There are a number of issues that we seek your response and comments on, we will keep these to ‘one subject per newsletter’.

We will try to arrange the issues so that the response is simple, but as usual, any additional comments you may wish to make will be welcomed.

Today's topic is ‘near misses’.

Coroners have made recommendations that we need to record data on incidents and accidents more accurately. One section of incident recording that tends to “fall through the cracks”, is that of ‘near misses’.

‘Our sport is a constant near miss’ is a very common reply. In terms of the traditional OH&S definitions, that is quite true.

Nevertheless, in order to comply, we (as a sport) need to identify and define what CAMS considers a ‘near miss’.

Victorian Health and Safety regulations refer to a 'near miss' with the following definition:

“...an incident at a workplace which exposed a person in the immediate vicinity of the incident to an immediate risk to the person's health and safety...”

The regulations give examples:

- ...the collapse or partial collapse of a building or structure
- an implosion, explosion or fire
- the escape, spillage or leakage of any substance including dangerous goods...

As motor sport or a motor sport event is not a typical everyday workplace and is full of classical near misses we need to 'refine and align' what a near miss is and define it so that it can be used for motor sport as a whole.

Questions that we have found ourselves asking , and questions you might like to ask yourself when considering what 'near miss' could be defined as, in a motor sport application are:

1. What do we consider a near miss? **a)** a close shave (but no damage) between 2 cars and/or a barrier. **b)** the absence of a personal injury following a crash which results in significant vehicle damage. **c)** a severe injury which does not result in death.
2. Who are the people that could be in the immediate vicinity if an incident occurs on the track?
3. Is debris that fly's off a car into the barrier considered a near miss if an official is near by?
4. Does one roll of a car entail a near miss or does it have to be multiple rolls?
5. Does the amount of vehicle damage have an effect on claiming an incident as a near miss?
6. Does the spilling of fuel when a car is being refuelled entail a near miss?
7. Does the fuel hose getting stuck in the car as it drives off constitute a near miss?

Some examples of what we thought may constitute a 'near miss' were;

- the GT Championship crash at AIR in 1983 (for those that are old enough to remember it),
- the Suzuki Swift roll over at Bathurst in about 1993 and
- the Formula Ford incident at Barbagallo this year.

There is one common thread in these incidents, they all involved significant vehicle damage, but little or less injury to driver. This may or may not be relevant.

Please have a think about it and send us in your thoughts.

Please forward all responses to Rhiannin Cole.

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