



## Rob Roy Hillclimb EV Safety Plan

Issue Date: 11 September 2024

Version: 2

Author: Torquil Kelso, MG Car Club Vic, Clerk of Course

Contributor: Rhys Timms, MG Car Club Vic

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## 1. Application

- a. This Safety Plan is applied in conjunction with and with reference to the Motorsport Australia Manual; Electric Vehicle Appendix – Information for Organisers and Officials Standing Regulations

[Electric Vehicle Appendix - Standing Regulations - Information for Event Organisers and Officials](#)

- b. Entrants/Competitors of electric vehicles (EV's) must have their vehicles compliant to the requirements contained in this Plan.
- c. An EV includes Hybrid EV, Plug-in Hybrid EV and Battery EV.
- d. A Series Production EV is an EV produced by a manufacturer, approved for and able to be registered for general road use, which is used in a Competition.
- e. EV's competing in Motorsport Australia Rob Roy Hillclimb Events must only be a Series Production EV with no modifications, with the exception of the freedoms permitted for Type RR vehicles for suspension, wheels and tyres.
- f. When applying for an Organising Permit, in accordance with the EV Standing Regulations we will submit this Safety Plan and Venue/Lessee Approval for the participation of an EV

## 2. Emergency Response Providers

- a. Conduct a briefing with the relevant emergency response providers/Officials that will be engaged in performing an incident response for an EV.
- b. Notify local area civil emergency services of the participation of EV at the event. In particular the Panton Hills CFA .
- c. Ensure that the emergency response provider/Officials have the necessary copy of or access to the relevant Emergency Response Guides for each Series Production EV at the event. Competitors are required to provide the ERG specific to their automobile at the event.
- d. For the Rob Roy Hillclimb events the emergency response provider is WAP Motorsport. Contact: Shaun Maloney  
[wapmotorsport@hotmail.com](mailto:wapmotorsport@hotmail.com)
- e. The emergency response provider is responsible for the supply of all necessary PPE as required for an EV incident response. The

- emergency response provider has suitable quantities of PPE to support an incident response for a maximum of 1 EV's. (this is a single vehicle speed event)
- f. The emergency response provider will also be providing fire incident response services at Rob Roy Hillclimb Events.
  - g. The emergency response provider will have the follow portable or transportable fire extinguishant resources available at the event: - Fire Extinguisher using Encapsulator Agent (F-500) - Dry Chemical Fire Extinguisher ABE
  - h. This volume of portable/transportable extinguishant is suited to the response for 1 EV at this event.
  - i. If an EV fire event is not able to be extinguished with the resources available, the following will be applied: - Evacuate the immediate vicinity - Call for Emergency response back-up – may require 000
  - j. Should an EV suffer a mechanical breakdown or other issue during competition, and it cannot be driven back to the pits, it must be parked off the competition surface to await recovery.

### 3. Log Book

- a. Each EV must be issued with a Motorsport Australia Log Book prior to participating in a Competition. For Rob Roy Hillclimb events, an EV will be permitted to participate in two events before the mandatory log book requirement will be applied. Rob Roy officials will assist with the Log Book process for these EV's.
- b. Any Series Production EV on registration for the event must include a Statement of Vehicle Compliance Electric Vehicle (EV) to confirm that the original manufacturer EV systems are unmodified.
- c. Any other log book application requirement must be met.

### 4. Scrutineering

- a. The Vehicle is to comply with the Motorsport Australia Manual Electric Vehicle Appendix – EV Technical Regulations for Series Production EV's.  
[Electric Vehicle Appendix - Technical Regulations](#)
- b. The competitor is to provide a copy of the vehicle's ERG to Scrutineering. Each ERG will have the competitor's race number clearly noted on the front sheet and passed on to the emergency

responder before competition commences. Scrutineering must receive the ERG before issuing approval to compete.

- c. The competitor is to provide a completed Statement of Vehicle Compliance – Electric Vehicle (EV) with their Event Entry for each event entered.

[Statement of Vehicle Compliance - Electric Vehicle](#)

- d. In addition to the Scrutineering Requirements contained in the Supplementary Regulations as far as they are applicable to the vehicle, each EV competing must have an orange “EV” triangle with white lettering of at least 150mm each side placed adjacent to the competition numbers on both sides of the vehicle.
- e. To cover the exception granted to not fit fire extinguisher to competing EV’s, the following will be put in place at the event. Fire extinguishers are onboard the FIV vehicle and located the following location around the track, i.e. the Scrutineering Bay, Marshalling Area, Start Line, Turns 1, 2 ,2.5, 3, and the Finish Line. Note all these trackside points will be manned during this event.

## 5. Incident Notification

In the event of an EV Incident, notification may be required as follows:

- a. Notifiable incident under Workplace Health and Safety legislation. A notifiable incident relates to the death or serious injury / illness of a person or a potentially dangerous incident.

**Contact Victoria Safe Work via phone on 13 23 60 (24 hours).**

- b. Environmental management of chemical waste and/or other by-product. Anyone engaged in an activity resulting in a pollution incident has a duty to report the incident.

**Contact Victoria EPA via phone on 1300 372 842 (24 hours).**

- c. CFA – if appropriate or suspected potential for HV battery breach and a thermal runaway breach, the Pantom Hill CFA to be notified as described above

## 6. Suspected HV battery breach

- a. The “Tennis Court” has been nominated for the location of storage/supervision of a damaged EV or suspected HV battery breach. This is a hard stand surface, located next to a plentiful water supply ( lower dam) and easy access for tray truck towing.
- b. Any vehicle that has already shown signs of thermal runaway shall not be moved, and will be left in situ for the professional fire crews
- c. It is our policy that no officials, volunteers and contractors will be exposed to harmful gasses and potential explosion if there is a HV lithium battery fire. If a HV/Lithium battery fire occurs, fire marshals and the CFA won't necessarily attempt to extinguish the fire, and preference may well be for the fire to be supervised and run its course ( i.e. for the damaged EV to burn).

## 7. Training

All Senior officials including (but not limited to)

- Clerk of course
- Deputy clerk of course
- Senior medical officer
- Incident recovery crew
- any one else the Clerk of Course deems necessary

are all required to complete the compulsory Motorsport Australia online training module and submit evidence to the Officials Register Captain.

All other officials, volunteers and competitors shall have the EV Safety protocols emailed to them prior to the event to highlight the differences from a standard Rob Roy Event. This policy will also be highlighted in the relevant officials or competitor induction briefings and signed attendance sheets for these briefings.

## 8. Eligible Vehicles

For the avoidance of any doubt, the only vehicles that are allowed to compete are series production EV's or Classic Vehicle EV Restoration where they have

been engineered and registered with the state licensing authorities (i.e. VicRoads).

Any EV which is not engineered and registered (i.e. hillclimb special) will not be allowed to compete. Any EV which is professionally engineered, but not road registered may be able to enter on application to MA, on a case-by-case basis.

## 9. References

The references referred to in this plan are as follows:

### **Motorsport Australia EV FAQ's**

<https://motorsport.org.au/electric-vehicles-faq>

## 10. Version Control & Review

<b>Version</b>	<b>Approved Date</b>	<b>Amendments</b>
1	XX August 2024	Initial Document
2	11 September 2024	Links embedded
3	14 September 2024	Ready for publication