

ACU – Covid-19 Guidelines, Points of Clarity; June 2020

	Document	Points of clarification	Response
1	Generic point	Why is layout of risk assessments significantly different between disciplines? Trials is difficult to follow against MX and Grass track is potentially too complex	
2	Generic point	There are inconsistencies in controls measures to manage risk between disciplines such as technical control inspection for MX is different to grass track – MX the official observes the rider's machine and helmet from a distance, and grass track the official physically examines.	
2	Trials	Principle of 40 mile restriction from HQ. Why HQ and not the venue and also why 40 miles as very restrictive in rural areas.	
3.	Trials	Unlike MX guidance no reference to riders not to enter or turning up at an event or if they have any Covid-19 symptoms. If they show signs at the event they must leave. Core principles should be the same irrespective of discipline.	
4.	Trials	Not in ACU guidance for trials but individuals who are classed as "Clinically extremely vulnerable" or those living with someone who is "clinically extremely vulnerable", individuals should not attend the event. (transferrable good practice from MX paperwork). Core principles should be the same.	
5.	Trials and Grass track	No catering although permitted at MX – why the difference? Take away food outlets are permitted and referenced in ACU Cov-19 Ops Plan.	
6.	Trials	Toilets – controls appear not to be so robust for trials – basic cleaning and hand sanitisers should be provided as per MX	
7	MX	Why C of C responsible for displaying 5 and 15 second board? Any adult/event marshal can conduct this without distracting C of C from more important duties	
8	Generic point	Is ACU on line entry system set up to enable riders to sign on line and they have read the – indemnification. Appreciate they need to show their licence on the day.	

9	Restart off road doc for MX - Page 3 Point 1 Vehicle sharing	<p>Documents states <i>Vehicle Sharing. Vehicle sharing will not be permitted outside of the family unit until the UK Government deem otherwise. This is all part of the social distancing measures that have been put in place.</i></p> <p>Risk assessment MX page 1 under travelling states</p> <p><i>Sharing of vehicles is to be avoided wherever possible - where necessary windows should be kept open to allow natural ventilation and try to keep vehicle sharing with the same people as much as possible</i></p> <p><i>Need also to clarify definition of family – this should be same household</i></p>	
10	ACU Covid 19 Operational Plan issued 13 th May 2020	<p>We need to clarify what documents are currently applicable, The ACU Covid-19 Operational Plan issued 13th May 2020 states the following:</p> <ul style="list-style-type: none"> • Strict limits at events on the number of people per bike allowed to attend on a 2:1 ratio;(one extra parent, guardian or career will be allowed to attend to support U16 rider) • No spectators to be allowed to attend competitions to control capacity, including friends or family, unless they qualify as the one person permitted in addition to the rider. <p>The MX supporting documentation is not clear as to how many can accompany a rider</p>	
11	ACU Covid 19 Operational Plan and MX risk assessment	Clarify whether the person assisting a rider must be from same family or household. Is a person from another household permitted?	