

16 March 2017

Ms A Imeri
Coroners Prevention Unit
Coroners Court of Victoria
65 Kavanagh Street
Southbank VIC 3006

Dear Madam

PETER EDWARD HALL – REF COR 2013 004912

Further to the Finding and Recommendations handed down in relation to the death of Peter Hall at Phillip Island Grand Prix Circuit on 29 October 2013 CAMS wishes to advise as follows:

Motor sport is a legitimate form of sport recognised by the Federal and all State Governments of Australia.

Motor sport covers a significant number of disciplines. In general however, the term "motor sport" encompasses both two and four wheeled activities held on purpose-built or adapted venues, on public roads which are closed or actively supervised for the conduct of the event or on selected tracts of private property which are considered appropriate for the type of motor sport being conducted.

Motor sport in Australia falls into two discrete disciplines – those for two wheel (motor cycles) activity and those for four wheel (cars) activity.

The Federal Government acknowledges and endorses the control of motor sport by the Confederation of Australian Motor Sport ("CAMS") and Motorcycling Australia ("MA") as being the exclusive organisations (for 4 wheel activity and two wheel activity respectively) recognised for the governance of Motor Sport by the Department of Regional Australia, Local Government, Arts and Sport.

CAMS in turn provides delegations to Drag Racing, Kart Racing and Speedway. A similar situation occurs within MA to cover all the disciplines of motor cycling.

The car races held at Phillip Island on 13 October 2013, and in which, during a race for sports cars, Peter Hall tragically lost his life, were sanctioned by CAMS and held under the National Competition Rules of CAMS.

CAMS acknowledges the Findings and Recommendations made by Coroner Spanos in her finding of 28 October 2016, and CAMS specifically responds to each of the recommendations below.

Recommendation 1

That the Confederation of Australian Motor Sport and event organisers collaborate with engineering and human factor experts to formulate strategies to prevent and mitigate the severity of adverse events occurring in Motor Races at Phillip Island Grand Prix Circuit any (sic) all other venues where races are conducted under its auspices.

And:

Recommendation 2

That the Confederation of Australian Motor Sport circulate this finding among its members

In regard to Recommendation 1, CAMS advises the following action has taken place:

CAMS met with Prof Tim Horberry and Dr David Logan from Monash University Accident Research Unit on 8 December 2016 to discuss the matters raised at Section 24 (a), (b) and (c) of the Coroners Finding. During the meeting it was identified that what was discussed with the Coroner was brief and a summary of the discussions was included in her findings.

Prof Horberry acknowledged that the scope of possible controls which could be considered were significant and each one would need to be investigated through a study prior to his department or indeed himself commenting further.

CAMS requested an outline brief and a quotation for such a study, but as yet we have not received such a document.

Risk controls which were mentioned in the Coroners Findings at Section 24 (b) may be considered to be sub-optimal however as motor racing events cover a wide spectrum of disciplines from club racing to ultimately, the Australian Formula One Grand Prix. There is likewise a significant variation in the finances available at each venue to develop and install common technological or human control mechanisms.

Notwithstanding CAMS has raised this issue in the distribution of information about the Peter Hall incident (see below) and has sought sport wide input and discussion in order to determine what controls may be beneficial given the individual circumstances of a given event and a given circuit. It is likely that several options may be able to be chosen in accordance with the circumstances.

CAMS understands the desire to decrease risks in the sport wherever reasonably practicable to do so. Indeed CAMS has produced a document entitled the “CAMS Safety First Strategy”, of which the Coroner has been provided a copy.

This document identifies the systems and process (controls) which CAMS has at its disposal and which work together to create an acceptably safe environment for all of motor sport. Without such controls the sport would without doubt be considered to be too great a risk for the general community to accept.

The Committee within CAMS which is charged with the development of rules regarding motor racing is the Australian Motor Racing Commission. This Commission is aware of the findings and recommendations of the Coroner. It meets once per year in a face to face context, and numerous times by telephone conference.

CAMS will advise of the outcomes of deliberations in this matter.

In regard to Recommendation 2, CAMS advises that the following has taken place:

A copy of the Coroners Findings and Recommendations were distributed to each race circuit operator (Track Operator) in Australia, where such a circuit is issued with a CAMS Category A or B Track Licence.

Reference to the Findings and Recommendation were made on the CAMS Website (www.cams.com.au) and an active link to the document was included.

Yours sincerely



Bruce Keys
Manager Track Safety