

Northern Ireland Motorsport Taskforce

Report June 2019





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Motorsports Taskforce:

Foreword by Chair, Ian Paisley M.P.

Being the Chair of the Motorsports Taskforce has been a great privilege as it has afforded me the opportunity to meet and listen to those who are passionate about their sport.

In Northern Ireland we are fortunate to have a long, distinguished and very successful history of motorsports. The Taskforce heard from administrators, officials, coaches, safety officers, volunteers and competitors about the great work that is being done across the motorsport disciplines and about the significant challenges they face as well as their concerns and ambitions for the future.

It became clear early in the discussions that there were a number of key themes emerging and these have helped to shape this report. Without exception, safety has been at the forefront of the discussions with all the groups the Taskforce engaged with, whether they were involved with the Governing Bodies or in running events, competing or coaching at grassroots.

Another key theme was the lack of accurate and verified data on the economic impact of motorsport in Northern Ireland. This resulted in the Taskforce commissioning independent and comprehensive research to estimate as accurately as possible the current economic impact and value of motorsport to Northern

Ireland. I think that the outputs from the research are significant and for the first time we have a sense of the value of a vibrant motorsport sector in real economic terms.

To help make motorsport events more sustainable, we recognise that we must generate more income - through more spectators, wider media coverage and sponsorship. That will require better promotion as well as Governing Bodies, clubs and event organisers considering alternatives to the current arrangements that are more collaborative and mutually beneficial. It is also important that the sports explore every possible avenue to generate greater interest and opportunities for increasing participation. We must look at how we can nurture rising stars, as inevitably it is the champions of our motorsports that inspire others to take part and become involved in a sport.

The Taskforce has listened to those who participate in and govern the sport here, as well as looking at how things are done in other countries. I am extremely grateful to those who gave up their time to speak honestly and frankly with the Taskforce and I hope that the report reflects those exchanges accurately.

As a keen biker and motorsports enthusiast myself, it has been a personal pleasure to chair this Taskforce. I would like to thank the Taskforce members for all their hard work, the

officials who contributed to the report from the Isle of Man, Scotland and the Republic of Ireland, as well as everyone from across the motorsport fraternity who contributed to the discussions and the research.

It is poignant that William Dunlop, a great sportsman and champion, sadly lost his life taking part in a sport he loved after making a significant contribution to this report from a competitor's perspective.

I would like to thank the former Minister for Communities, Paul Givan MLA, who appointed me and had the vision to establish this unique cross Departmental Taskforce. It would be remiss of me if I did not personally thank all the officials who have supported the Taskforce by providing an efficient secretariat and for looking after the day to day business. During the past two

years we met on more than a dozen occasions to take evidence and consider research.

My hope is that this report provides the impetus for a more collaborative approach to the promotion and development of motorsport that builds on the rich history and international standing of Northern Ireland.

I commend the report and look forward to the Government both locally and at Westminster recognising the opportunity that exists to work with the motorsport fraternity to achieve an even greater future.



Ian Paisley, MP
Chair of the Motorsport Taskforce
June 2019

1. Introduction

The Motorsport Taskforce was established by the Minister for Communities, Paul Givan MLA, in January 2017 with the appointment of Ian Paisley, MP as the Chair. The first meeting of the Taskforce took place in April 2017.

The terms of reference for the Taskforce were set out as follows:

- 'To examine the potential contribution of motorsport to Northern Ireland in the context of it being a culturally significant sport
- To determine how motorsport can best address the issues of:
 - Sports development
 - Safety
 - Marketing
 - Contribution to tourism
- To engage as widely as possible with all those who have an interest in the sport to inform the findings of the Taskforce
- To develop an Action Plan to ensure that the potential of motorsport, in all aspects, is maximised'

Appendix 1 sets out the membership of the Taskforce which included officials from

a number of Government Departments, Councils and Public Bodies. The Taskforce has engaged in a wide-ranging consultation with representatives from the Governing Bodies of Motorsport, competitors and those involved in developing the sport at grassroots, to identify the key issues and challenges facing the various forms of motorsport. The Taskforce also met with the promoters of the major road races in Northern Ireland and with champions from a range of two and four-wheeled motorsports.

In addition, the Taskforce engaged with officials and those involved with motorsport from Scotland, the Republic of Ireland and the Isle of Man to hear about the arrangements that are in place in those jurisdictions for developing the different motorsport disciplines and for promoting and running specific motorsport events. The competitors, officials and administrators, and the organisations they represented, who met with the Taskforce and provided views, information, data, facts and figures as well as an insight into the various disciplines of motorsport, are listed at Appendix 2. Their input has contributed significantly to the development of this report.



The early work of the Taskforce identified a major gap in the available data relating to motorsport. In particular there was a lack of data relating to the economic impact of motorsport in Northern Ireland. This led to the Taskforce commissioning the first ever major piece of research into the economic impact. That research is covered in more detail later in this report.

The Taskforce report sets out:

- A profile of motorsport in Northern Ireland including the result of the economic survey of motorsport commissioned by the Taskforce
- The Taskforce's findings on the key themes emerging from its work, as listed below:
 - Safety of motorsport for competitors, volunteers, spectators and the general public
 - Development of motorsport in Northern Ireland
 - Supporting talent and widening participation in motorsport
 - Governance of motorsport in Northern Ireland
- Conclusions and recommendations aimed at helping motorsport realise its full potential, locally, nationally and internationally

2. Motorsport in Northern Ireland – An Overview

Motorsport in Northern Ireland has a long and illustrious history. Motorbike racing dates from the earliest years of the 20th Century and since then Northern Ireland has established itself as a venue for a number of major international events. In the 1930s the International Tourist Trophy (TT) was the major international event for cars, attracting manufacturers such as Bentley and other competitors from around the world. It has been reported that it attracted half a million spectators each year.

The rich history of motorsport features some notable contributions that cannot be understated in terms of their impact on motorsport internationally. These include Rex McCandless developing the Norton Featherbed frame, Paddy Hopkirk winning the Monte Carlo Rally, the international success of the Dunlop family, John Watson and Eddie Irvine in Formula 1 and the raft of other world class performances delivered by local competitors over the decades.

That pre-eminence continues to this day with the recent successes on the international stage, most notably those of Brian Reid, Jeremy McWilliams, Jonathan Rea, Kris Meeke and Colin Turkington showing that Northern Ireland continues to produce contestants who can compete and win at highest levels of their chosen sport.

The achievements of the drivers and riders, while significant, do not tell the full story of the contribution that motorsport makes to the standing of Northern Ireland at home, nationally and on the international stage. The expertise and skills that motorsport nurtures locally continue to provide technicians, strategists, managers and administrators who have and still work at the premier motorsport events and with the top teams and manufacturers.



Motorsport is very diverse with a wide range of different disciplines for both cars and motorbikes. The sport is governed by four Governing Bodies which, in alphabetical order, are:

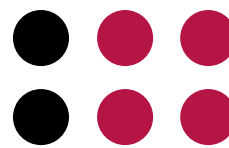
- The Association of Northern Ireland Car Clubs (ANICC) which is affiliated to Motorsport UK (formerly the Motor Sports Association or MSA). ANICC governs car racing and rallying, autotest, hillclimbs and trials
- The Motorcycle Racing Association (MRA) which is the Governing Body for motocross, quadcross, supermoto & enduro in Ulster and is affiliated to the Motorcycle Union of Ireland
- The Motorcycle Union of Ireland Ulster Centre (MCUI UC) which is the Governing Body for Road Racing, Short Circuits and Trials within the nine counties of Ulster
- The North of Ireland Karting Association (NIKA) which organises karting in Northern Ireland, applying the rules and processes set by the Motorsport UK



Association of Northern Ireland Car Clubs



NORTH OF IRELAND KARTING ASSOCIATION

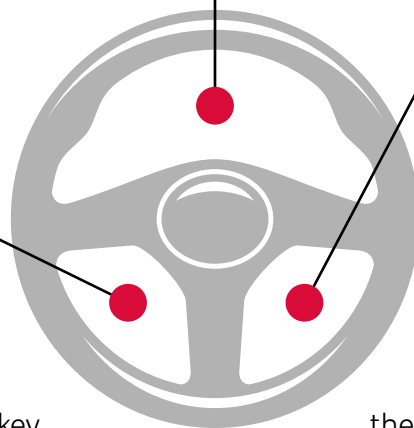


2&4
WHEEL MOTORSPORT STEERING GROUP LTD.

4 Governing Bodies

80 Member Clubs

6,000 Club Members



These Governing Bodies form the **2 & 4 Wheel Motorsport Steering Group**, which exists to represent the common and shared interest of motorsport and to liaise with government on key issues which are common to the sports.

the major events, which attract tens of thousands of spectators and receive significant international media coverage, but also at the numerous local events.

The Governing Bodies have around 80 affiliated clubs with membership numbering in the region of 6,000. There are approximately 4,000 active members involved in four-wheel motorsport, with the remaining members involved with motorbike racing. While the active membership of clubs is modest, the sport attracts a lot of motorsport enthusiasts who are not involved in a specific club. This is evident not only at

Taskforce Study of Economic Impact of Motorsport

The Taskforce commissioned the first ever independent study of the economic impact of motorsport in Northern Ireland. The study was carried out by Dr John Adamson B.Tech.(Hons), D.Phil (Oxon), C.Eng, MiMMM, DMS (Holder of several international patents for racing engine design). Dr Adamson is a Strategic Adviser with the Strategic Investment Board. The study consisted of a series of surveys,

interviews and consultations between January and October 2018. Dr Adamson engaged with Governing Bodies, clubs and suppliers of goods and services to the various forms of motorsport who provided him with current information, where available. As a result, the study provides an up to date snapshot of the motorsport sector in Northern Ireland as at 2018.

However, there is a need for caution in the use of the figures arising from the study. This is because estimating the economic value of motorsport to NI is a very complex calculation. This is exacerbated by the lack of available robust data sources. In order to try

to validate the data collected, where possible, the information was cross referenced and compared with other estimation sources to ascertain whether the information is in line. It is impossible to quantify the potential errors that will exist, and the figures quoted in this report should be taken as purely indicative.¹

Some key facts and figures from the study include:

- The four Governing Bodies jointly represent 80 clubs with over 6000 members. Of these just under 4000 are involved in four-wheel motorsport and just over 2000 are involved in two-wheel versions of the sport



Gross Annual Economic Impact £100 million approximately¹

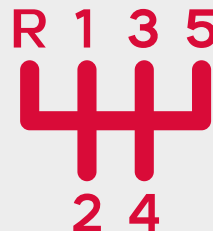
Made up of:



Annual Supply
Chain Spend
£58 million



Major
Motorsport Events
£10 million



Other
Motorsport Events
£15 million



Promotional
Benefit to NI
£20 million

- Overwhelmingly, the members of the clubs are male. The members cover a wide age range for example in the case of ANICC and MCUI-UC over half the members are under 40 In the case of NIKA, half the members are under 18 and in the MRA one-third of the members are under 18.
 - Members surveyed stated that they spent substantial amounts of money in pursuit of their sport - over £7000 per annum in the case of MRA-linked club members and over £10,000 per annum in the case of ANICC and MCUI-UC linked club members.
 - In 2017 over 300 events were held here under the auspices of the four Governing Bodies. Only two major events received significant government funding, but the numerous smaller events still have a significant economic impact in terms of the expenditure of participants, their support teams and that of spectators. The economic impact of these events, excluding the North West 200 and the Ulster Grand Prix is estimated at £15.1 million.
 - The two major spectator events are the NW 200 and the Ulster Grand Prix, and the study estimates that in 2017, these events generated a total of £10.2 million to Northern Ireland Businesses. In addition, the study concludes that the events generated £20 million advertising value equivalent (AVE) benefit to Northern Ireland.
 - While the spotlight tends to focus on major events, the purchase of goods and services by motorsport participants from Northern Ireland suppliers generates a more significant economic impact, estimated in the study at £58.3 million pa. More than half (£38 m) of this, is attributable to spend by members of clubs affiliated to ANICC, £12 million is attributable to spend by members of clubs affiliated to the MCUI – UC and the balance of £8.3 million is attributable to members of clubs affiliated to the MRA and NIKA.
 - There were also wider economic impacts beyond Northern Ireland as a result of the purchase of goods and services by NI motorsport participants from suppliers elsewhere in the UK, the Republic of Ireland and worldwide.
 - In addition to the economic impacts of motorsport to Northern Ireland, there are also wider social and unquantified economic benefits arising from motorsport. These include the development of marketable skills in participants, support staff and volunteers, a sense of community involvement and pride and an enhanced international reputation for Northern Ireland.
 - However, if these ‘soft’ benefits are considered, they also need to be balanced by the negative impact of any additional injuries or fatalities which occur to participants, spectators or supporters on the track or on public roads because of motorsports and also of the ‘hidden’ costs of motorsport in terms of costs borne by Councils and the emergency services which are not charged to specific motorsport events.
- In 2017, the clubs affiliated to the four Governing Bodies held over 300 events

ranging from local club days to major international events. The costs of these events were largely met by members' contributions, fees, admission charges, advertising and sponsorship. Two of the events, the North West 200 and the Ulster Grand Prix, received significant financial support from central Government in the form of grants from Tourism NI.

In discussions with the Taskforce, organisers of events highlighted the challenges they have to overcome each year to generate sufficient income from these revenue streams to secure their long-term future, as well as facing uncertainty around issues including road closure costs, the rising cost of insurance cover and the continued improvements required to ensure the safety of competitors and spectators.

Safety is a key issue and one that has had recent investment. The Department for Communities (DfC) has provided £715,000 of funding to improve safety and facilities at motorsport venues since 2016, a number of local authorities contribute financial and in-kind support to motor racing events in their areas and many other public services, such as the Department for Infrastructure, and the Police Service of Northern Ireland (PSNI) also provide support.

While the major events are important, motorsport cannot be sustained and thrive without the local club events which provide the opportunities for the enthusiasts to try their

hand at the various disciplines and, perhaps, to progress to higher levels of competition.

A network of volunteers provides the support, encouragement, logistics, and coaching for those who aspire to become the next generation of successful riders and drivers. As well as working to ensure that safety standards are adhered to, they fund raise, and administer the sport locally which, for some, is at a national level and international level. Without these volunteers it would be impossible for events and competitions to take place. It would also be very difficult for new riders and drivers to get a start in competitive motorsport and to rise through the levels of competition. The loss of experienced volunteers can be a major blow to a club and threaten its sustainability. This mirrors a major challenge facing sport in general in attracting a new generation of active volunteers.

With regard to getting involved and taking part in competitive events, many people see participation in motorsport as an expensive pastime. Most participants enter the sport with the assistance of family members who have themselves been participants and who can offer advice and technical support. The challenge for Governing Bodies and event organisers is to make entry to the sport more affordable, grow the level of participation and broaden the attraction for new members and for the general public. In the past, short circuit events, which included novice categories of competitions, facilitated affordable racing at local level enabling new competitors to try out

motorsports on a small budget. However, many of these events no longer take place.

The Governing Bodies must continue to explore potential options for widening participation opportunities in the various forms of motorsport among groups who have not traditionally been involved in the sport, for example by working with schools, youth and community groups. These types of initiatives will help increase participation and have the potential to broaden the pool of talent available at all levels of motorsport.

A key consideration for each of the Governing Bodies is the setting of a clear strategic direction, something that has been done successfully in other countries. In addition, there is a need to ensure that there is a programme of continuous development aimed at building on the expertise, the capacity and capability of those involved in the clubs, the events and the Governing Bodies to secure the long-term future and growth at all levels.

Maximising the Economic Value of Motorsport

In line with its terms of reference, the Taskforce was concerned to identify ways in which the economic impact of motorsport in Northern Ireland can be maximised, for example:

- By developing the local supply chain for motorsport, for example by producing a handbook of local suppliers, as has been done in Wales
- By developing a structured approach to exporting motorsport goods and

services to markets elsewhere in the UK and Ireland and internationally

- By promoting motorsport tourism and adding further value for those who already visit Northern Ireland in pursuit of their interest in motorsport (for example, by extending their stay, upgrading their accommodation, providing them with new motorsport experiences etc.)
- By more targeted promotion of Northern Ireland motorsports by Event Promoters and/or Governing Bodies, in the UK, the Republic of Ireland and to a wider audience internationally, perhaps by clustering a series of related events in a relatively short period and by putting together an interdisciplinary website featuring a calendar of all motorsport events in Northern Ireland
- By increased media coverage of events to a worldwide audience using different media platforms to increase accessibility, (more live streaming)
- By using motorsport to encourage responsible driving and riding to reduce any disbenefits arising from motorsport
- By promoting collaboration, joint services and joint purchasing of equipment by the organising clubs and governing bodies

The Taskforce considers that the first task is to sustain and underpin the existing economic impact of motorsport. It will be necessary to do this by exploring the additional benefits that can be realised, by continuous professional development of the sports, to maximise the commercial potential of the major motorsport events.

Despite their success in attracting large attendances, even the major motorsport events here are not considered to be financially secure and are vulnerable to factors that are outside of the day to day control of the event organisers and which can have a devastating impact on revenue i.e. adverse weather, accidents and fatalities and commercial factors such as the rising cost of insurance.

It is the view of the Taskforce that more collaboration is required when it comes to addressing the challenges that motorsport and its events face. The sports need strong leadership from the 2&4 Wheel Motorsport Group and the Governing Bodies as well as support from local and

central Government, to assist with the organisation and delivery of events, safety, marketing (locally and internationally) and to maximise the commercial potential of motorsport. All of these are key to sustaining and growing motorsport.

In the first instance it is for the 2&4 Wheel Motorsport Group, the relevant Governing Bodies and their clubs, to consider whether they wish to explore the introduction of a more professional and commercial management approach to the running of the local, national and international motorsport events, in collaboration with DfC, Sport NI, Tourism NI and the relevant Councils.



3. Safety of Motorsport in Northern Ireland

One of the key areas that the consultees raised with the Taskforce was the importance of safety. This included the safety of the competitors, volunteers and spectators at all types of events. It is clearly an issue that is taken extremely seriously and one that is recognised as critical to the future of motorsport in Northern Ireland.

It was recognised that a great deal has already been done on safety but also that as the sports evolve, along with the machines and technology, and times get quicker it is imperative that safety provision is continually reviewed and standards improved. The honest assessment of those involved was that the element of risk cannot be removed from the sport but that safety is, and must remain, the primary consideration at all times to minimise the potential for accidents, injuries and fatalities.

The inherent risks associated with taking part in Motorsports cannot be understated and incidents which have resulted in fatalities and life changing injuries in recent years continue to bring this into focus. While there are relatively low numbers of fatalities in relation to the number of events held each year, across all the disciplines, safety remains an area of concern. The level of risk of death or injury that exists varies across the different disciplines but it is clear that those involved in two wheel motorsport face a higher degree of risk of being involved in an accident that results in serious injury or fatality. What is clear

and recognised by everyone involved is that there needs to be a continued emphasis on modernising and upgrading safety equipment.

The representatives from across motorsport were all acutely aware of the negative impact accidents and fatalities have on the reputation of motorsport in general and on its ability to attract new people to the sports. Tragedies, associated with motorsport, also damage confidence in those who promote and run events.

Primary responsibility for safety lies with the Governing Bodies and the clubs, and those organising events and competitions. Safety is the number one concern of the four Governing Bodies and for 2&4 Wheel Motorsport Group. It was also highlighted as a major issue for all the competitors who spoke to the Taskforce.

The Governing Bodies follow and implement the safety regime of their respective national and Governing Bodies. The broad framework of safety and regulation is set out at international level, then at national level. The Governing Bodies in Northern Ireland apply and uphold the regulations in rules for competitors and officials, in handbooks and safety guidelines and safety training for competitors and marshals.

In recent years the 2&4 Wheel Motorsport Group along with the Governing Bodies have

worked with DfC and Sport NI to identify the safety equipment and improvements required to enhance safety at events and venues. This investment included the provision of safety bales and kerb protectors, safety fencing, improvement of facilities and technical safety equipment.

The investment was provided to support road racing venues at the North-West 200, the Ulster Grand Prix and Armoy Road Races, for short circuit tracks at Kirkistown, Nutts Corner and Bishopscourt and for the Motor Racing Association and the NI Karting Association.

The event organisers have also introduced arrangements to ensure that riders are familiar with the circuits before they race and how the races are managed from start to finish.

Improved safety at and around events can be achieved by a variety of means including:

- The continuous improvement and enforcement of existing safety practices and measures
- Physical improvements to the infrastructure of circuits to reduce potential hazards
- Messaging for competitors, spectators and the general public
- Improved training of competitors, emergency responders, administrators and volunteers

There is always a challenge between improved safety and how far it is possible to go to eliminate the risks without diminishing the

spectacle of the events. Competitors are aware of the risks they take and are informed participants in events. Spectator safety is one of the highest priorities for event organisers but minimising the risks for spectators involves a degree of personal responsibility from those attending, including the media, by for example following safety instructions and the advice of stewards.

First aid and quick response arrangements are continually reviewed and improved. The recent introduction of the Northern Ireland Air Ambulance service, which has very strong links to motorsport, is now a key element of the safety arrangements at all major events. Since its introduction, the service has played a key role in improving safety and reducing fatalities at competitions as well as providing a critical service to the whole community.

There is also a wider dimension by which regulated motorsport can set an example of a culture of safety by reaching out to individuals - particularly young people - who may endanger themselves and others on public roads and open spaces. Safety messaging and working with Government and other statutory bodies is key to ensuring a responsible attitude from those involved in or attending events.

A particular emphasis needs to be placed on responsible riding/driving when travelling to and from events and between stages. This is one of the ways in which the sport can contribute to social inclusion, public confidence and to improving community and road safety.

Social responsibility and community engagement is something that clubs and Governing Bodies have continued to focus on, with special causes benefiting from a range of fund raising activities. Community engagement has been a feature of motorsports at local levels and is critical to ensuring the smooth running of events.

Recently, clubs and coaches have played a key role in the delivery of a very successful motorbike safety awareness project targeted at reducing the illegal use of off-road motorbikes in West Belfast and Lisburn. The project demonstrated the positive power of sport and the benefits of a collaborative approach involving clubs, government departments and

a range of statutory and community partners. The lessons learned from this pilot project will inform further investment in delivering similar programmes and funding of bespoke safety equipment.

Safety standards have been improved across all disciplines as a result of the work of the Governing Bodies, the 2&4 Wheels Motorsport Group and with assistance from local and central Government. While safety continues to improve, the risk remains and it is imperative that all stakeholders continue to work to make all the disciplines of motorsport as safe as possible.



4. Development of Motorsport

The funding for motorsport and the provision of infrastructure and facilities for the sport are also important aspects which are considered in this section of the report.

A significant number of motorsport events covering a variety of levels of competition, from local to international, are hosted by the Governing Bodies and clubs each year. The events all require funding to cover costs that range from the installation of the necessary infrastructure, safety provision, first aid services, insurance, professional fees, prize money etc. The funding for many local events comes from a variety of sources including members' contributions, competitor fees, admission charges, sponsorship, advertising, broadcast fees and support by public bodies. The available support from public bodies can be in the form of a grant, or through the services provided by local authorities and statutory bodies including the PSNI.

Tourism NI (TNI) provides support to a range of events from its Tourism Events Funding Programme. It recognises that events have an important and strategic role to play in delivering the vision for tourism. This has resulted in a structured approach to events based on their economic return to Northern Ireland and uses an event impact assessment methodology which is also used by the other national tourist authorities across the UK. In the 5 financial years up to 2018/2019, a total of £1.5 million was committed by Tourism NI to motorsports events, of which £130,000 accounted for 2 international events in 2018/19 financial year. Motorsport events are also supported through funding from Councils across Northern Ireland. These funding levels vary depending on the criteria of council event funding streams and the size and scale of the motorsports event.

In the five financial years up to 2018/19 a total of £1.5 million was committed by TNI to motorsport events.



Other support to motorsport comes in the form of the sustainable investment DfC has made in safety and facilities at motorsport venues, in the contributions from local authorities to motorsport events in their areas and through in-kind support arising from the provision of services without charges. The delivery of quality events at local, national and international levels is dependent on a number of factors including funding. The capacity of clubs and Governing Bodies to generate funding, maximising media coverage and attracting existing and new followers to events is critical to future growth. Learning from what has worked in other countries and sports can provide valuable

lessons that can help sustain existing events and ensure that the future is bright.

The capacity that currently exists can be developed further with a more collaborative approach involving the Governing Bodies, TourismNI, Councils, SportNI and government departments.

The various disciplines of motorsport all host events that are thrilling in their own right and that attract the enthusiasts and grassroots spectators/competitors, but more could be done to market events to broaden their appeal to a wider audience, especially to those from other countries. This is similar

to the challenges facing other sports who are looking at attracting new competitors, athletes and spectators from outside their traditional catchment areas. Initiatives used in other sports have included a more active schools programme, community-based taster sessions, and greater use of social media.

The modernisation and sustainability of venues, the development of infrastructure required for major races and the continued improvement of the existing tracks needs to be explored. This requires a clearly defined strategic direction from the relevant bodies that is based on meeting the needs of the sports, the realistic aspirations for growth, while also improving the quality of facilities for competitors, administrators and the spectators. The development of a high-performance track facility capable of hosting events such as a round of the Superbike World

Championship remains an aspiration of some private investors, but it has yet to be realised.

The Taskforce has noted that some international level events require a degree of public support to be sustainable. These events deliver a range of benefits for Northern Ireland beyond just their tourism impact. Access to public funding and support may be through a number of different channels and may be for varying periods of time, making longer term strategic planning difficult. The Taskforce therefore recommends that in the medium term, Government (Central and Local) and the Governing Bodies concerned, together with the event promoters, should work together to develop a partnership approach to these major events. The Taskforce acknowledges that for this to work effectively, a change may be required in the current governance arrangements for the major events (see Section 6).



5. Promoting Participation and Talent

The world class performances and successes in motorsport at international level across a range of motorsport disciplines by Northern Ireland competitors has helped to create a level of interest and prestige throughout the sporting fraternity. Such successes can inspire young people to take up a sport and to pursue their own dreams of taking part in local events and eventually succeeding at national and international competitions.

The future success of Northern Ireland motorsport is dependent on promoting participation at grassroots events, identifying potential at a young age and developing that talent. This is not just restricted to the drivers and riders of the future but also in the development of skilled personnel for the administrative, technical and support roles. The future development is also heavily reliant on investment in the skills and training of the many people whose voluntary efforts at local level underpin motorsport.

Each of the different motorsport disciplines has its own pathways for progression from local competitions, to regional and on to national and international competitions. It is important that these pathways are clearly articulated and understood by those with the talent, to progress to the highest levels of their sport. Competitors can face significant barriers to participation. It is important that all the Governing Bodies have

clearly identified performance pathways and clearly established protocols to identify and develop talented individuals from the earliest stages of their careers.

Finding a way into competitive motorsport can be difficult. Aspects of the sport can be expensive, involving costly equipment, technical expertise, specialist mechanical support and for good reason there are complex safety requirements at all levels of competition. A competitor's first steps in motorsport will usually see them rely on advice, guidance and practical support from family or friends who are already engaged in competitive motorsport. For the uninitiated, taking those first steps can be daunting and while many clubs are supportive of newcomers, more can be done to support those who are novices and who may not know who to contact or how to make a start. It is essential that the Governing Bodies and clubs look to address the barriers to taking part and to attracting and retaining new competitors.

Part of the Strategic Plan for Motorsport Ireland (the counterpart to Motorsport UK in the Republic of Ireland) is to support clubs that wish to recruit and retain competitors and volunteers by making the sport as affordable and welcoming as possible. Motorsport Ireland's Strategic Plan includes a range of commitments to this end, for example by introducing lower cost events and encouraging participation from local businesses.



Similarly, Scottish Motor Sports (SMS) has promoted involvement in motorsports by targeting students through improved engagement with colleges and by introducing a new type of motorsport event for road cars. This includes events with a £20 entry fee for standard road cars to encourage participation in the sport.

Governing Bodies aligned to Motorsport UK (i.e., ANICC and NIKA) have access to a range of resources and expertise to aid the development of participation in motorsport. A wealth of information is available on topics such as getting into motorsport, volunteering, governance, and event management.

The future success of motorsport here depends on recruiting and retaining new talent and it is important that each of the Governing Bodies and their member clubs consider what more they can do to achieve this objective. This could include special track days and other events for local schools and colleges and community and youth groups and the development of affordable events for those who wish to try motorsport for the first time.



While there are different pathways which will demand a different mix of competencies, skills and aptitudes, there are certain competencies and skills that are common across all disciplines. Under current arrangements mentoring, development and the resourcing available to an individual is largely ad hoc and depends on the energy and commitment of their local club, mentors, coaches and volunteers. Elsewhere, Governing Bodies have formed academy structures to advance talent in their sports. In Great Britain, there is the Motorsport UK Academy, operating in association with Loughborough University. In August 2017, SMS launched an academy structure for Scotland, covering two and four-wheel motorsport. A key issue for the sports here is whether and how such an academy structure could be introduced. This could be through existing development and support arrangements within motorsport along with sharing opportunities and knowledge with other sports and tapping into the expertise that is available from Sport Northern Ireland. It may also be worth exploring the scope for developing partnerships with other academies, sharing resources and minimising costs.

A particular challenge for rising motorsport talent arises when competitors begin to compete in Great Britain or in wider international competitions. At this stage, geography means that Northern Ireland competitors are faced with much higher travel costs than competitors in England, Scotland or Wales.

The fact that so many talented competitors from here have made this transition successfully is a tribute to their skills, tenacity and support networks. But others have not made this transition and their careers have been constrained as a result. Providing opportunities to this pool of talent to gain a better understanding of the route to a successful career would make this transition less challenging and could help to deliver future champions. The Taskforce would encourage the Governing Bodies to find ways to support more potential Northern Ireland motorsport stars to make that transition successfully.

It is important for Governing Bodies, clubs and competitors to explore multiple funding routes and to seek professional advice on how best to engage with local businesses and other potential investors. Funding is potentially available from various sources to individuals, groups and clubs for hosting events as well as for coaching, training volunteers and for equipment but most of these are by application which requires knowledge, skills and can be time consuming. More needs to be done to

ensure that clubs and individuals know where to source funding, how to access it or how to get help with securing grants. This is something that can be done with greater collaboration between the clubs, the Governing Bodies, Sport NI and local and central Government.

Motorsport also depends on a large number of volunteers and they too need to be recruited and offered opportunities to develop their skills and talents and to progress in the sport. Each Governing Body has its own arrangements for these functions, but there may be scope for collaboration in the provision of volunteer training and development across the sports and in particular for the development of organisational and managerial skills for the more senior volunteers. The potential for exchange programmes with other motorsport Governing Bodies in areas such as volunteer development may be worth exploring. Such an approach would deliver a more cost-effective approach and facilitate the sharing of resources, skills, experience and expertise. There is proven value amongst other sports who exchange experience and expertise and this should be explored further with other Governing Bodies. Motorsport Ireland has recently introduced a simple incentive system for its marshals.

The Taskforce recommends that each Governing Body should define its strategic approach to guide and support competitors along the pathway of their careers.

The Department for Communities and Sport NI should explore with and support the Governing Bodies by:

- Considering whether and how an academy structure for motorsport in Northern Ireland might be developed and how the services and support might be provided
- Developing best practice examples of engagement between motorsport organisations and local communities and also in the formation of strategic partnerships between motorsport organisations and local businesses
- Reviewing the current support arrangements for volunteers in motorsport in Northern Ireland and ensure the support available to volunteering in other not for profit organisations in Northern Ireland is extended to motorsport in appropriate ways
- Reviewing with the Governing Bodies the reasons for the low level of participation of motorsport organisations in the various funding and development schemes for sporting organisations operated by Councils and by Sport NI



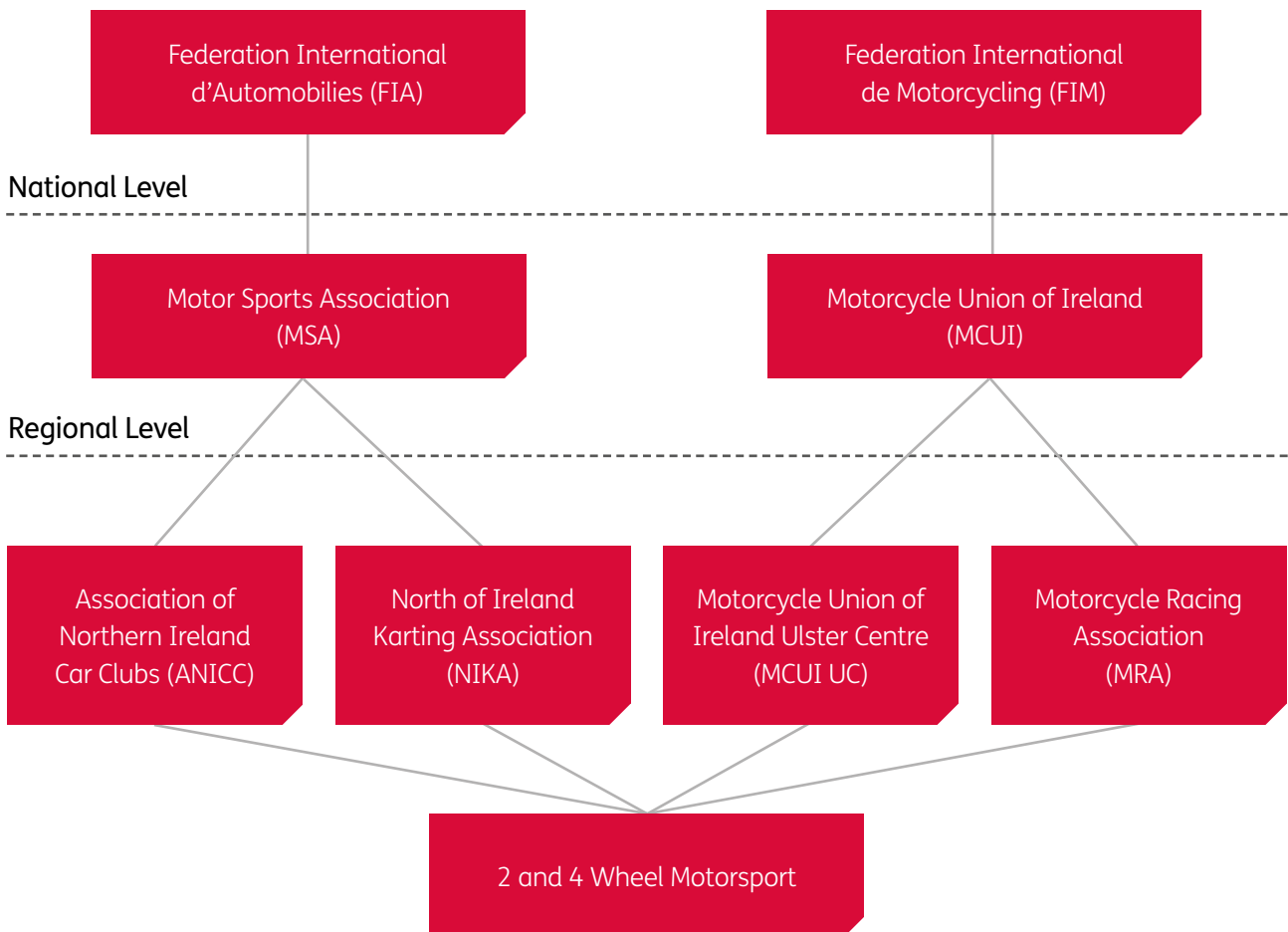
6. Governance of Motorsport in Northern Ireland

As already stated, motorsport is governed by four Governing Bodies covering different motorsport disciplines which come together to form the 2&4 Wheel Motorsport Group.

The diagram below summarises the governance arrangements for motorsport in Northern Ireland and the linkages between the various Governing Bodies and their national and international affiliations.

Governance Structures

International Level



The primary responsibility for the development of each form of motorsport in Northern Ireland falls to its Governing Body, which is responsible to its member clubs and works within the framework of regulations set down by the national and international bodies to which it is affiliated.

The same broad arrangements for the governance of motorsport apply in the other regions of the UK and in the Republic of Ireland. Appendix 3 sets out perspectives from the Governing Bodies in other regions by providing brief details of the approaches taken by Motorsport UK, Motorsport Ireland, The Autocycle Union and Scottish Motor Sports (SMS). Among the interesting points to arise from consideration of the approach of other Governing Bodies are:

- Both Motorsport UK and The Autocycle Union have seen a need to separate out the regulatory function of a Governing Body and the promotional and developmental roles. In each case, a commercial subsidiary has been formed to bring commercial discipline to event management and there is a strong emphasis on widening participation, addressing audiences which have not traditionally been greatly involved in motorsport and on social inclusion.
- SMS, which was formed in 2011, consists of representatives of 2 and 4-wheel motorsport in Scotland. SMS is not a new Governing Body or a new association, rather it is a strategic body designed to

speaking with one voice about all things motorsport, that assists with the overall development of the sport through a collective approach to strategy and communications. SMS has an agreed overall strategy for motorsport in Scotland and has secured funding to cover the cost of a small number of full-time professional staff who are responsible for the development of motorsport.

- In the case of both Motorsport Ireland and SMS, explicit strategies with outcome-based targets have been put in place. For Northern Ireland Governing Bodies, this is something which needs to be considered and actioned.

The strategies adopted all show the Governing Bodies accepting responsibility for delivering the financial sustainability of their motorsport disciplines.

In relation to the organisation of major motorsport events, the experience of other regions shows approaches which are different to those adopted in Northern Ireland and raises the question of whether the current arrangements here are still appropriate and who is best placed to deliver particular functions. For example:

- **In Wales**, the main motorsport event is the Wales Rally GB, which is a round of the FIA World Rally Championship. The Welsh Government is the major funder of Wales Rally GB and in 2018 contributed £1.5 million 'to support the marketing,

preparation and staging of the event in line with the Welsh Government priorities for growing the automotive and tourism sectors in Wales'. The event organiser is International Motor Sports Ltd. – the commercial arm of Motorsport UK which has been contracted in that role by the Welsh Government.

- **In the Isle of Man**, the importance of motorsport to the economy of the Island has led the Manx Government to take over and directly fund and manage the Isle of Man TT and the other associated events which are held throughout the year. The role of local bike clubs is subordinate to that of Government, a reversal of the arrangement which applies, for example, to the Ulster Grand Prix and the North West 200.

These examples of the approaches taken in other jurisdictions show that alternative models exist for the delivery of major motorsports events. Exploring what is the right model for the events here is a matter for the Governing Bodies and clubs to consider. This would have to address questions around:

- Who is best placed to deliver major events?
- Who should appoint event organisers and to whom should they be held accountable?
- Should there be separate event organisers for each event?
- Which delivery model will deliver a sustainable future for major motorsport events?



7. Conclusions and Recommendations

The Taskforce has examined the contribution of motorsport to Northern Ireland by considering the issues of sports development, safety, marketing, the economic impact and contribution to tourism; it has engaged widely with those who have an interest in the sport, principally through the Governing Bodies but also with the competitors; and it has considered how the potential of motorsport can be maximised.

The picture which has emerged is a complex one. There are many Northern Ireland motorsport competitors whose names are recognised around the world. Motorsport undoubtedly contributes significantly and positively to Northern Ireland's international reputation and to its tourism revenues. On many dimensions, Northern Ireland punches above its weight in the world of motorsport.

Our economic research has shown that motorsport – in all its forms – makes a major contribution to the Northern Ireland economy. While the focus tends to be on the major road racing events, the myriad of smaller events and the supply chain for cars and bikes all contribute significantly to the overall headline figure of a contribution of £100 million per annum to the Northern Ireland economy. The Taskforce believes that there is significant scope to increase this contribution by further collaboration and through a more strategic and commercially orientated approach, particularly in relation to major motorsport events.

Safety is clearly a key consideration for everyone involved in motorsport. While action has already been taken to improve safety for competitors, officials, spectators and the general public at motorsport venues, it continues to be a major priority for each of the Governing Bodies, for event organisers, for Government Departments and public bodies.

Promoting talent and widening participation in motorsport is critical to the future of the sport in Northern Ireland. This is a matter for Governing Bodies, the clubs and event organisers. Encouraging participation from the wider population and removing barriers to entry, would enable more people to experience motorsport whether as competitors, officials or spectators.

An important part of this work is for each Governing Body to define the strategic approach to be taken to guide and encourage competitors on their pathways of progression in their chosen sport. Another aspect is for Governing Bodies and clubs to extend their engagement with local communities, with schools, colleges and local businesses to widen engagement and understanding of motorsport in the wider community. In general terms, the arrangements for the governance of motorsport in Northern Ireland reflect the practice elsewhere in the UK and Ireland. The 2&4 Wheel Motorsport Steering

Group provides a forum for the four Governing Bodies to work together to develop common interests and to speak with a single voice to Government.

A review of best practice in the governance of motorsport elsewhere in the UK and Ireland identified the importance of having a strategic plan in place to realise the opportunities and address the challenges of their sports. None of the Northern Ireland Governing Bodies currently has such a strategic plan in place and the 2&4-Wheel Motorsport Group has not, to date, been able to articulate an overall vision or plan for motorsport in Northern Ireland.

In relation to the organisation of major events, arrangements elsewhere in the UK demonstrate the importance of a delivery model that is professionally and commercially focused on maximising the marketing, community engagement and media potential. The Taskforce believes that a drive to continuously improve the professional and commercial approach to the major motorsport events here is essential if the benefits they currently bring to Northern Ireland are to be communicated and sustained and that potential growth is realised in the future.

It is clear that sports need strong leadership and for motorsport this needs to come from the 2&4 Wheel Motorsport Group and the Governing Bodies with the support of local and central Government.

The development of a strategic plan for motorsport in Northern Ireland is critical. This needs to be taken forward as a priority. It could build on the strategic plans already produced by Motorsport UK, Motorsport Ireland and Scottish Motor Sports. It could set out a vision for motorsport in Northern Ireland and detail the key themes and actions for achieving that vision, by realising opportunities and by addressing the challenges identified.

A strategic plan could identify the ways in which motorsport can contribute to the objectives and outcomes set out in the draft Programme for Government and needs to make the case for partnership funding. Such partnership funding might, for example, include a contribution to the major motorsport events which benefit the economy, but it might also cover, for example, support to the engagement of motorsport with local communities to address issues of community and road safety and social inclusion.

Taskforce Recommendations

The Taskforce has set out its recommendations under each of the major themes of this Report, i.e.

- Safety
- Development of motorsport
- Promoting talent and participation
- Governance
- Maximising the economic impact of motorsport

The Taskforce's recommendations on each of these issues are set out below.

Safety of Motorsport

1. The safety of competitors, officials, volunteers, spectators and the general public must remain the top priority for the Governing Bodies, government Departments, Councils and other public bodies which are involved with motorsport.
2. Government support to motorsport, other than support to particular events, should continue to focus on raising standards of safety.
3. It is also important to continue to support positive role models of motorsport participants and to work with communities to reduce improper and reckless use of cars and bikes on the public road and off road.

Development of Motorsport

1. The 2&4 Wheel Motorsport Group and the Governing Bodies should work together to maximise their own capacity and that of Motorsport Clubs to generate funding, maximise media coverage and attract new followers to events. DfC and Sport NI should work with motorsport organisations to support achievement of these objectives, drawing on their experience of working with other sporting bodies.
2. As part of this work there should be a renewed focus on marketing motorsports to a broader audience, for example through the collaborative delivery of a schools programme involving entry level competitions and motorsport experiences, such as short course events with low cost entry requirements.

3. Governing Bodies should work with DfC, Sport NI and Tourism NI to develop an agreed partnership model for the delivery of the major motorsport events

Promoting Talent and Participation

1. Governing Bodies should place promotion of talent and participation at the heart of a new strategic approach to the development of their sports – drawing on the experience of other regions and other sports. To achieve this each Governing Body should set out clearly the pathways to progression through their sports to ensure that athletes in their sports have the skills and competencies needed to progress safely and to realise to the full their potential.
2. DfC and Sport NI should explore with the Governing Bodies whether and how a motorsport academy could be established in Northern Ireland and – if appropriate – which forms of support could be provided.
3. DfC and Sport NI should also explore with and support the Governing Bodies in relation to:
 - Developing best practice examples of engagement between motorsport organisations and local communities and also in the formation of strategic partnerships between motorsport organisations and local businesses
 - Reviewing the current support arrangements for volunteers in motorsport in Northern Ireland and ensure the

support available to volunteering in other not for profit organisations in Northern Ireland is extended to motorsport in appropriate ways

- Reviewing with the Governing Bodies the reasons for the low level of participation of motorsport organisations in the various funding and development schemes for sporting organisations operated by Councils and by Sport NI

Governance

1. The Governing Bodies have primary responsibility for the development and safety of their sports.
2. Each Governing Body should develop and publish a clear strategy for the development of their sport setting out the opportunities and challenges it faces, actions to realise the opportunities and address the challenges and targets for the development of its motorsport discipline. Governing Bodies can draw upon the experience of other regions in developing similar strategies.
3. The 2&4 Wheel Motorsport Group should also develop a strategic plan to address those issues which are a concern of all motorsports and those which can best be dealt with by a collaborative approach.
4. DfC, Sport NI, Tourism NI and Councils should work with the Governing Bodies and 2&4 Wheel Motorsport in the process of developing a more strategic approach and with the common purpose of a safe, sustainable, inclusive and economically viable future for motorsport in Northern Ireland.

Maximising the Economic Impact of Motorsport

1. A key priority should be to address the vulnerability to external factors of the major motorsport events in Northern Ireland, by reviewing governance arrangements and introducing a more fully commercial and professional approach to their delivery, marketing and promotion which will contribute to economic growth and job creation.
2. Those Governing Bodies that sponsor major motorsport events should review the arrangements for the delivery of those events and consider moving towards a partnership model of delivery while bringing a more commercial approach to the delivery of those events.
3. The strategies which the Taskforce recommends should be produced by the 2&4 Wheel Motorsport Group and the Governing Bodies should identify and assess the other opportunities for maximising the economic impact of motorsport in association with DfC, Sport NI, Tourism NI and Invest NI.

Taskforce Action Plan for Motorsport in Northern Ireland

The Taskforce's summary Action Plan for Northern Ireland motorsport is set out in summary form in the following section.

Motorsport Taskforce – Summary Action Plan

Safety of Motorsport

- Safety must remain top priority for all
- Safety is key focus for any Government support of motorsport
- Promote positive role models and take action with communities to reduce reckless and unsafe use of cars and bikes on and off road

Development

- Work to build the capacity of Governing Bodies and 2&4 Wheel Motorsport
- Promote motorsport to a broader audience
- Explore partnership approach to international motorsport events

Promoting Talent and Participation

- Governing Bodies to focus on clear pathways of progression for talent
- Determine whether and how to deliver a motorsport academy and the services which might be provided
- Develop engagement with local communities, support volunteering, explore linkages with schools/colleges and businesses to widen participation in motorsport

Governance

- Governing Bodies have primary responsibility for safety and for developing their sports
- Governing Bodies should consider how other regions are setting strategic direction, exploring opportunities and addressing challenges facing major motorsport events
- 2&4 Wheel Motorsport Group and Governing Bodies should set out the strategic plans and explore a collaborative approach to addressing concerns
- The Governing Bodies for Motorsport should work with partners including local and central Government Bodies to ensure a safe, sustainable, inclusive and economically viable future

Economic Impact

- Act to sustain existing economic impact by improving viability of major events
- Governing Bodies to review who is best placed to deliver motorsport events and consider a possible future partnership model of delivery
- Governing Bodies to identify opportunities to increase economic impact and maximise the potential of motorsport events

Membership of the Northern Ireland Motorsport Taskforce

| Chair: | |
|---|--|
| Ian Paisley MP | |
| Members: | |
| Lynda Hurley | Department for Infrastructure |
| Tony Murphy | Department for Communities |
| Mel Chittock | Invest NI |
| Aine Kearney | Tourism NI |
| Shaun Ogle | Sport NI |
| Patrick O'Toole | Sport NI |
| Peter McCabe | Sport NI |
| Debbie Hanna | Sport NI |
| David Jackson | Society of Local Authority Chief Executives (SOLACE) |
| Anne Donaghy | Society of Local Authority Chief Executives (SOLACE) |
| Jim Rose | Society of Local Authority Chief Executives (SOLACE) |
| Strategic Investment Board (SIB) Support Team for Taskforce | |
| Colin Stutt | Strategic Adviser |
| John Adamson | Economic Research |
| Patricia Mallon | Research Management |
| Taskforce Secretariat | |
| Mark Crockard | Department for Communities |
| Robert Heyburn | Department for Communities |

Appendix 2:

List of Persons and Organisations Providing Evidence to the Taskforce

| 2&4 Wheel Motorsport Steering Group | |
|-------------------------------------|--|
| Alan Drysdale | 2&4 Wheel Motorsport |
| David Gray | 2&4 Wheel Motorsport |
| Malcolm Beattie | 2&4 Wheel Motorsport |
| Nicky Moffitt | 2&4 Wheel Motorsport |
| Jim Cray | 2&4 Wheel Motorsport |
| Robert Kelly | 2&4 Wheel Motorsport |
| Governing Bodies | |
| Mervyn Whyte | Motor Cycle Union of Ireland (Ulster Centre) Limited |
| Stephen Tosh | North of Ireland Karting Association |
| Robert Kelly | Company Secretary |
| Nicky Moffitt | Association of Northern Ireland Car Clubs |
| Malcolm Beattie | Motorcycle Racing Association Ireland Limited |
| Event organisers | |
| Ken Stewart | Ulster Grand Prix |
| Malcolm Beattie | Motocross |
| Fergus Mackey | NW200 |

| Competitors | |
|---------------------------------------|---|
| Maria Costello | Motorcycle Road Racing |
| William Dunlop | Motorcycle Road Racing |
| Alastair Seeley | Motorcycle Road Racing |
| Chris Smiley | British Touring Car Racing driver |
| Colin Turkington | British Touring Car Racing driver |
| Graeme Irwin | Motocross |
| Isle of Man, Department of Enterprise | |
| David Morter | Director of Motorsport |
| Paul Phillips | TT & Motorsport Development Manager |
| Scottish Motor Sports | |
| Rory Bryant | Scottish Motor Sports Development Manager |
| Motorsport Ireland | |
| Leo Hassett | Chief Executive Officer |
| NI Motorsport | |
| David Gray | Chair 2&4 Wheel Motorsport Steering Group |
| Jonathan MacDonald | 'Go Motorsport' Regional Development Officer for Northern Ireland |

Appendix 3:

Perspectives from Other Regions

Although the overall arrangements for the governance and delivery of motorsport in Northern Ireland are generally comparable with those elsewhere in the UK and Ireland, there are differences in approach and opportunities for Northern Ireland to learn from the experience of other regions and jurisdictions.

Motorsport UK

Motorsport UK is the Governing Body for 4-wheel motorsport throughout the UK. The Association of NI Car Clubs and the North of Ireland Karting Association are members of Motorsport UK and apply Motorsport UK rules and regulations to their member clubs. Motorsport UK's mission is 'to inspire and enable more people to participate in our sport in a safe, fair, fun, inclusive and progressive environment. To use our reach and influence to create a sustainable future for our sport'. Motorsport UK has recently re-launched itself with a new identity and describes itself as transitioning 'from a traditional governance-led association to a modern membership-focused organisation committed to growing the sport and better serving our customers and stakeholders'.

At an international level, Motorsport UK is affiliated to the world governing body for 4-wheeled motor sport – the Fédération Internationale de L'Automobile (FIA).

A specialist commercial subsidiary of Motorsport UK organises the British Grand Prix and the International Rally of Great Britain and a number of other classic events, the surpluses from this commercial event-organisation and management activity are ploughed back to develop the sport.

Motorsport Ireland

Motorsport Ireland is the Governing Body for 4-wheel motorsport in the Republic of Ireland. Motorsport Ireland has recently published a new strategy for the development of the sport in its region www.motorsportireland.com/pdfs/MotorsportStrategy19-21FINAL.pdf. The Motorsport Ireland Strategy 2019 - 2021 sets out the organisation's commitment to the values of Leadership, Community, Sustainability, Inspiration, Training, Communications, Development, Safety and Fairness. The Strategy set out clear outcome-based commitments to action and targets against five Strategic Pillars including:

- Modernising the Structure of Motorsport Ireland to create a modern fit-for-purpose organisation to develop and govern the sport by driving efficiencies throughout
- Training to maintain safety at the core of everything it does by increasing the number of skilled marshals and officials
- Participating - to entice more people of all ages and walks of life into the sport

- Safeguarding the future of the sport financially and commercially to ensure that motorsport in Ireland continues to grow
- Communicating to ensure that all relevant information regarding the sport is available and communicated

The Autocycle Union (ACU)

The ACU is the internationally recognised National Governing Body for motorcycle sport in the British Isles outside Northern Ireland. The ACU aims to ensure that all people irrespective of their age, gender, disability, race, ethnic origin, creed, colour, social status or sexual orientation, have a genuine and equal opportunity to participate in motorcycle sport at levels in all roles. Like Motorsport UK, the ACU has a specialist commercial company - ACU Events.

ACU Events was set up in recognition of the need to establish a clear division of responsibilities between the ACU as the rule making body of the sport and its role in running major events. ACU Events is able to make commercial decisions quickly and the Company's objective is to organise international and British championship level events in a professional manner.

Scottish Motor Sports (SMS)

SMS is a joint initiative of the Scottish Association of Car Clubs and the Scottish Autocycle Union, both of which are affiliated

to their respective national Governing Bodies - Motorsport UK and the ACU. The function of SMS is to provide an overall strategic plan for the support of both two and four wheel motor sport through a close working relationship with the recognised bodies and through an in depth consultation process with the Scottish motor sport community and other relevant stakeholders and to co-ordinate joint initiatives between 2 and 4-wheel motorsport. The SMS Strategic Plan [/www.scottishmotorsports.co.uk/userfiles/files/SMS-Strategic-Plan-2016-2020.pdf](http://www.scottishmotorsports.co.uk/userfiles/files/SMS-Strategic-Plan-2016-2020.pdf) seeks 'To evolve a framework for clubs and events to increase opportunities for safe and equitable participation across all sectors of society leading to life-long, fulfilling experiences and success in motorsport'.

This aim is to be achieved by action under 4 headings:

- Participation – make motor sport more accessible by breaking down barriers (real and perceived) to entry and encouraging opportunities for wider participation
- Performance – ensure the provision of support for competitors with the potential to succeed at the highest level and make a positive contribution to their career development
- Places & Events – work to ensure there are adequate, safe and accessible places for people to participate in motor sport, as well as identify and attract new flagship events to Scotland

- Governance – ensure SMS, SACC and SACU can deliver and support the strategy and that high standards of governance and management are sustained

Clear, outcome based and quantified targets are identified under each of the 4 headings and the overall strategy is underpinned by 2 cross-cutting commitments

- ‘SMS recognises the ongoing and high-profile motor sport safety agenda.

We will work with key partners to not only implement recommendations but to work towards putting Scotland on the map as a worldwide leader in motor sport safety; and

- SMS recognises that the safeguarding of young persons and vulnerable adults is of paramount importance and are committed to ensuring the welfare of young participants in motor sport’.

How to Get in Touch

Any views or comments on the Taskforce report or ideas and suggestions that would help deliver the recommendations on shaping the future development of motorsport would be very welcome by the Chair and members. Please send your views/comments to:

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