

Annex A

DEFINITION OF MARSHAL ROLES

Volunteer Race Officials form an integral part of the FORMULA 1 SINGAPORE GRAND PRIX. There are various roles available such as Fire & Rescue Marshals, Flag Marshals, Race Control Marshals, Manitou Operators, Medical Officials, Scrutineers, and many more that require individuals with relevant expertise or simply a willing attitude to learn and serve at one of the world's most prestigious motorsports event.

Clerk-of-the-Course: The Clerk-of-the-Course, Gabriel Tan, works closely with the Race Director and primarily controls all race activities, and other activities where circuit safety and functioning may be involved, in accordance with the regulations and scheduling drawn up for the Meeting. All other marshals report to the Clerk of the Course in respect of the conduct of track activities.

Scrutineer: The primary duties of Scrutineers are to check all cars for safety and eligibility at the beginning of the Event (and at other times as required) and to examine any cars involved in accidents prior to being permitted to return to the track, under the direction of an FIA Technical Delegate.

Track Marshal: One of the most versatile marshals around the circuit, a Track Marshal's duties include helping drivers whose race has prematurely ended, assisting the Fire & Medical personnel, sweeping the track and assisting the Recovery crews. The Track Marshals are also expected to check the track thoroughly between each session in order to remove all debris that could cause a hazard to the competitors using the track.

Recovery Marshal: These marshals, normally attached to a crane or trailer, are responsible for recovering the stopped vehicles from around the circuit as soon as possible and return them to the Paddock, or Scrutiny Bay as appropriate.

Flag Marshal: Appointed to each Marshal post around the circuit, the primary role of a Flag Marshal is to relay information to drivers through the use of relevant flags in accordance to signals laid down by FIA regulations.

Fire & Rescue Marshal: A Fire & Rescue Marshal, commonly a professional or civil firefighter trained in fire-fighting procedures, is responsible for fire-fighting coverage in respect of vehicular fires on the circuit.

Observers: Observers report on incidents during racing and practice, usually by radio in the first instance. They follow that up with a written report, which may cover driving standards and behavior, mechanical problems – spilling petrol, loose bodywork and other safety related issues – or crashes, spin and the like. This reporting process may also be used to identify hazard or engineering matters that require attention.

OFFICIAL FACTS

- **1,100 marshals** are expected to be deployed at this year's race
- **30 nationalities** are represented among the Race Officials, which range from American, Australian, Brazilian, British, Canadian, Chinese, Danish, Dutch, Filipino, French, German, Greek, Hungarian, Indian, Indonesian, Japanese, Korean, Malaysian, Mexican, Myanmar, New Zealander, Norwegian, Pakistani, Russian, Singaporean, South African, Spanish, Sri Lankan and Vietnamese.
- **25%** of the marshals are from overseas.
- **25%** of the marshals at the FORMULA 1 SINGAPORE GRAND PRIX are women – one of the highest percentages amongst the Formula One™ circuits
- **32 to 256 hours**, or over a month of training are put in by each Marshal per year, depending on their area of responsibilities. For example, Manitou Operators require additional practical training which amounts to 12 days (excluding race week duty) or **96** training hours.

- **48,576 hours** were clocked by the Race Officials at the circuit last year over four days.
- **59,524 hours** spent on training for all the race officials in preparation for the weekend
- **73 years** is the age of the oldest Race Official, Paul Willemse, a member of the mustering team.
- **5,000 sandwiches, 3,750 plates of pasta & 7,500 muesli bars** were consumed by Marshals during the 2013 race weekend. All the track action makes them hungry!
- **3,000,000 ice cubes & 33,712 bottles of water** were consumed by the Race Officials over the same weekend.

MARSHAL POSTS

- **39** marshal/signaling posts on track
- Up to **15** marshals manning each post depending on area of coverage
- Each marshal post contains:
 - **4 to 6** dry powder fire extinguishers weighing 9kg
 - **4 to 6** nine litres of foam fire extinguishers
 - **5** brooms
 - **3** bottles of soakers
 - **3** flag sets – including 2 yellow, 1 green, 1 blue, 1 white, 1 slippery surface, 1 red, 1 safety car board
 - **1** icebox with mineral water and isotonic drinks

RECOVERY TRAINING

- There are 17 marshals with a forklift license to operate the Manitou Crane, enabling us to clear the track within 2 laps. Of these, 2 are women.
- To obtain the license, volunteers have to complete a gruelling schedule over 12 days.
- Manitou operators have to practice recovering a car in as many possible scenarios, including a chicane, L-shaped corners, and very tight corners. The practical includes recovering Formula Ford and Formula BMW cars.
- It takes at least 3 marshals to recover 1 car at any time.