



## **Canoe Kayak Canada Code of Safety Sprint Racing Discipline – 2021**

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## Section 1 Definitions

**Air Pollution** describes a collection of airborne pollutants that contribute to our air quality. The term “pollutants” recognizes that these substances are undesirable because of their impact on human health, the environment and the economy. [Click here for further information.](#)

**Air Quality Health Index (AQHI)** is a scale designed to help you understand what the quality of the air around you means to your health. It is a health protection tool that is designed to help you make decisions to protect your health by limiting short-term exposure to air pollution and adjusting your activity levels during increased levels of air pollution. [Click here for further information.](#)

**Chief Official** refers to the Official who takes responsibility for the overall operation of the canoeing competition in accordance with Competition Rules and spirit of the Sprint Racing Discipline. [Click here for further information.](#)

**Club Safety Officer** refers to an individual who must be appointed by every club whose duty is to ensure the club has implemented safety procedures in accordance with this Sprint Racing Discipline Code of Safety. Duties specific to the Club Safety Officer can be found in Section 3.2.4 of this document.

**Cold water immersion** is extremely dangerous in water temperatures of 8 degrees Celsius and below. It can cause difficulty or inability to breathe, muscle spasms and a rise in heart rate and blood pressure. The 1-10-1 principle can help in remembering the 3 phases of cold water immersion:

- 1 minute – Cold shock: initial deep and sudden gasp followed by a rise in heart rate and hyperventilation. Cold water shock will last approximately 1 minute. It is important to concentrate on not panicking and getting control of breathing. Wearing a lifejacket or Government of Canada approved Personal Flotation Device (PFD) is critically important during this phase to keep the individual afloat and breathing.
- 10- Cold incapacitation: over the next ten minutes, the effective use of fingers, arms and legs for any meaningful movement will be lost. Drowning will likely occur if a lifejacket or PFD is not in use.
- 1-Hypothermia: it could take one hour before becoming unconscious due to hypothermia. It is important to understand how to delay hypothermia, self-rescue techniques and how to call for help in the case of emergency.
- [Click here for further information.](#)

**Competition period** shall be understood as the period starting from the time of the first scheduled race of the regatta and until the completion of the last scheduled race of the regatta. During this period, *Safety Motorboats* must be on the water. The competition period shall not include any period prior to 30 minutes before the start of the first race, post-race periods, the lunch break or any other course break when safety motor boats are not on the water. However, during the pre-race meeting, officials may indicate that *Safety Motorboats* will be on the water during pre- or post-race periods (and specify the exact times during which safety motor boats will be present during these periods), course or lunch breaks, in which case these periods will be understood as official practice times.

**Final preparation for an official competition** means activities scheduled by the event organizer to prepare for the competitions at the competition venue. [Click here for further information.](#)

**Formal Training** means practice for an official competition under the supervision of a coach or an official certified by a governing body. [Click here for further information.](#)

**Gale Force Wind** is defined as wind speed of 62 to 74 Km/h inclusive. [Click here for further information.](#)

**Hypothermia** occurs when the core body temperature drops below 36 degrees Celsius. It can be caused by immersion in cold water, exposure to cold air or wind while wet or prolonged exposure to cold air. Hypothermia affects a person’s control over his or her muscles and thinking. [Click here for further information.](#)

**Minor** means an individual who is under the age of majority at the time (jurisdiction dependant). It is the responsibility of the adult to know the age of a minor.

| Province/Territory  | Age of majority |
|---|-----------------|
| Alberta, Manitoba, Ontario, Prince Edward Island, Quebec, Saskatchewan  | 18              |
| British Columbia, New Brunswick, Newfoundland and Labrador, Northwest Territories, Nova Scotia, Nunavut and Yukon | 19              |

**Official Competition** means competition or regatta organized by a governing body or by a club or an organization that is affiliated with a governing body. [Click here for further information.](#)

**Officials Motorboat** is defined as a designated motorboat for Officials during competition. Officials motorboats should not be included in the safety boat minimum count considerations, but can be used for rescue if needed.

**Participants** include, but are not limited to: athletes, coaches, officials, employees, volunteers, parents and any other individual who participates in the sport of paddling.

**Safety Motorboat** is defined as a motorboat with a crew on board for watch and rescue during formal training, final preparation or official competitions.

**Regatta Safety Officer** refers to an individual who must be appointed for every regatta by the Host Organizing Committee, Host Club, Division or Competition Committee. (See definition of ‘Competition Committee’ in Section 5.17 of the [Sprint Racing Discipline Competition Rules](#)). The Regatta Safety Officer for a specific regatta can be a Club Safety Officer.

**Sunrise and sunset** for a given area can be calculated using the Government of Canada Sunrise/sunset calculator. [Click here for further information.](#)

**Wet Bulb Globe Temperature (WBGT)** is a measure of the heat stress in direct sunlight, which takes into account: temperature, humidity, wind speed, sun angle and cloud cover (solar radiation). [Click here for further information.](#)

## Section 2 Introduction & Scope

### Purpose & Authority

Canoe Kayak Canada (CKC) is committed to the shared obligation of creating a sport culture and environment in which all *Participants* are safe and can thrive. In order to achieve this objective, CKC has developed this Code of Safety, which outlines the standards to be implemented by CKC Sprint Member clubs (Clubs), Divisions and Provincial Territorial Sport Organizations (PTSO) in all sprint racing disciplines and respected by all *Participants*. The standards found in this Code of Safety are the minimum requirements for all Clubs and Divisions which may, if feasible, take additional measures to enhance *Participant* safety.

Along with this Code of Safety, CKC's Safe Sport policy aims to protect the health and well-being of the organization, its members, and *Participants* by setting standards for conduct and an independent reporting process to ensure an environment free from maltreatment, violence, harassment, abuse, and discrimination.

To learn more about and facilitate adoption of CKC's Safe Sport Policies, please visit [the CKC Safe Sport Hub page](#). CKC will continue to work with Provinces and Territories (for example Quebec and BC) where other Safe Sport Policies have been made mandatory to support an aligned system with the shared goal of a safe and thriving sport environment for all.

This Code of Safety was developed by CKC's Director of Development, in collaboration with the Domestic Development Committee (DDC) and was approved by the Sprint Racing Council (SRC).

## Section 3 Safety at Regattas and in Training

### 3.1 Competition Specific Rules

During *Official Competitions*, the following Rules must be followed:

- a) Competitions must take place no earlier than one-half hour before sunrise, and no later than one half hour after sunset;
- b) At regattas, the Host Organizing Committee (HOC), Host Club, Division or Competition Committee must designate a *Regatta Safety Officer* who is present at all times throughout the event;
- c) The *Regatta Safety Officer* will monitor the weather conditions throughout the regatta and will keep the *Chief Official* up-to-date;
- d) All appropriate emergency measures must be put into place at the regatta site before competition begins, in accordance with the host [Club/Venue's Emergency Action Plan](#);
- e) Drinking water (including free options such as water stations, water coolers etc.), ice, blankets, adequate sanitation, and a comprehensive and up to date first aid kit must be available at the competition site. A defibrillator is also recommended;
- f) Telephone communications must be available on-site in the event of an emergency, with emergency numbers clearly displayed in the [Club/Venue's Emergency Action Plan](#);
- g) During competitions, a minimum of three *Safety Motorboats*<sup>1</sup> will be on the water a minimum of 30 minutes before the start of and during all races. Safety Motorboats should be spread out to offer appropriate coverage of the race course and warm up and cool down areas. Some suggested considerations for the HOC or Host Club may include considerations of the ages and skills of the participants at the competition. It is recommended that: U16 and Novice (any age) paddlers must have a safety boat before getting on the water; U18 paddlers should not go out alone; and, that a coach must be present on site, and make a note of when and where any athletes are going out, and their expected time to come back in. It is recommended that the athletes use the designated areas for warmup and cooldown.
- h) All motorboats will operate with a minimum of two persons: the boat driver and an assistant/spotter/official;
- i) During competitions, a designated medical representative must be available on site who is trained in basic first aid, life saving and cardiopulmonary resuscitation;
- j) Paddlers must not purposely jump out of their boat at any time during a regatta or throw their equipment while on the water; and
- k) The *Chief Official* is responsible for making all decisions related to the competition, and will do so in consultation with the *Regatta Safety Officer* and Competition Committee. If at any point there is an immediate danger and a decision must be made promptly, either the *Chief Official* or the *Regatta Safety Officer* can make such decision without prior consultation with the other parties.

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<sup>1</sup> Certain competition venues may not allow three Safety Motorboats to be on the water at all times. In these instances an alternate safety plan will be developed by the Host Organizing Committee or Host Club and the Flag Officer and must be submitted to the *Regatta Safety Officer* no later than two weeks before the start of the competition. The *Regatta Safety Officer* will approve this plan.

## 3.2 On Water Activity Rules

### 3.2.1 Safety Requirements

During both competitions and training, the following rules must be respected:

- a) Participants may not be “tied”, “strapped”, or “secured” to the boat or its floorboard in any manner. However, this rule shall not apply to Paracanoe athletes that sign [the CKC Strapping Waiver](#) and provide it to the *Chief Official* prior to each competition in which the athlete competes;
- b) Practices should take place no earlier than one-half hour before *sunrise*, and no later than one half hour after *sunset*. If a practice takes place outside of these times or in periods of restricted visibility, all boats must be equipped with operating navigation lights in accordance with the [Office of Boating Safety standards](#) and all *Participants* must wear a [Government of Canada approved Personal Flotation Device \(PFD\)](#) irrespective of their age or swimming ability;
- c) It is recommended that each paddler in a C-15 or dragon boat identify a “buddy” at the start of the practice or competition. In the event that the boat capsizes, once the paddler is safe, they should, without endangering any other paddler, use their best efforts to find their buddy;
- d) In the event of an overturned war canoe or dragon boat, the captain, coxswain or steersperson should verify that all paddlers have their head above water and are not experiencing difficulty;
- e) All equipment on water must be securely and properly fastened;
- f) All *Participants* are strongly encouraged to wear a [Government of Canada approved PFD](#) at all times while in the boat, irrespective of their age or swimming ability; and
- g) All *Participants* must follow [Transport Canada regulations](#) as minimum safety standards.
  - a. [Transport Canada’s “Safe Boating Guide”](#) specifies the requirements.
  - b. For exemptions for racing canoes and kayaks (in *Formal Training, Official Competition* or in *final preparation for an official Competition*), please see this [specific reference in Transport Canada’s “Safe Boating Guide”](#) .

### 3.2.2 Environmental Considerations

#### 3.2.2.1 Lightning/Thunder

- a) When there is lightning and/or thunder, all on-water *Participants* must immediately head for the nearest shoreline to seek shelter;
- b) In the event of lightning and thunder, a 30-minute rule will be implemented. All *Participants* must remain sheltered and off the water for 30 minutes after the last thunder and lightning.
  - a. Coaches will enforce this rule during training;
  - b. During competitions, this rule will be enforced by the *Chief Official* with input from the *Regatta Safety Officer* and Competition Committee;
- c) *Safety motorboats* will remain on the water until all on-water *Participants* have safely made it to shelter;

#### 3.2.2.2 Winds & Rough Water Conditions

- a) Where possible, participants should stay close to shore during rough water conditions;

- b) Should winds exceed 39km/h (defined as [strong breeze winds](#)), or if conditions (wind direction, gusts, waves) appear potentially threatening, practice or competitions may be stopped, postponed or cancelled. Training or regattas may only be resumed when the appropriate individual(s) determines that the conditions are safe;
  - a. In training, Coaches will make this decision;
  - b. In Competitions, the *Chief Official*, in consultation with the *Regatta Safety Officer* and Competition Committee will make this decision.
- c) Reported *gale force winds* or higher will result in the immediate postponement of any practice or regatta and all *Participants* must immediately seek safe shelter;
- d) *Safety Motorboats* will remain on the water until all on-water *Participants* have safely made it to shelter.

### 3.2.2.3 Cold Weather/Water Safety

Cold weather and cold water must be considered when paddling in order to protect all *Participants* from *hypothermia* and the negative effects of *cold water immersion*.

When water temperatures are below 8 degrees Celsius,<sup>2</sup> all *Participants* engaged in an on-water activity must:

- a) Must wear a [Government of Canada approved PFD](#) at all times;
- b) Be accompanied by a motorboat;
- c) Wear clothing appropriate for the weather and water conditions; and
- d) Train as close to shore as possible.

For tips on surviving in cold water and more information on cold water immersion, consult [Transport Canada's "Safe Boating Guide"](#).

Air temperature and wind chill must also be considered and paddling should not occur when there is a risk to participant safety due to cold air temperatures or extreme wind chills.

### 3.2.2.4 Extreme Heat and Humidity

Extreme heat and humidity must be considered when paddling in order to protect all *Participants* from [heat illnesses](#) such as heat edema, heat rash, heat fainting, heat exhaustion and/or heat stroke.

If the *Wet Bulb Globe Temperature* (WBGT)— as opposed to the standard meteorological measured temperature – reaches 30.1 degrees Celsius, competition or training (as applicable) shall be stopped immediately until the WBGT descends to at least 28 degrees Celsius. If a WBGT is not available, training or competition (as applicable) will be stopped immediately if the combined temperature and humidity level reaches 45 degrees Celsius, as indicated by a reliable weather service such as Environment Canada.

- During training, coaches present on-site shall be responsible for monitoring and determining that the WBGT (when possible) or the combined heat and humidity reading has reached the level indicated above and shall inform any individuals on the water that they must return to shore immediately.

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<sup>2</sup> As measured by each individual club during training by a reliable measurement device (i.e., swimming pool thermometer submerged in an area of water that is representative of the main body of water).

- During competitions, the *Chief Official*, in consultation with the the *Regatta Safety Officer* and Competition Committee, as applicable, shall be responsible for monitoring and determining that the WBGT (when possible) or the combined heat and humidity reading has reached the level indicated above and shall inform any individuals on the water that they must return to shore immediately.

Notwithstanding the above, training or competition may be postponed or cancelled if, due to the WBGT (when possible) or combined heat and humidity level, the health condition of any *Participant* appears to be negatively impacted or reasonably threatened or where they have otherwise received reliable medical advice that it is no longer safe to continue the training or competition.<sup>3</sup>

- During training, coaches will make this decision.
- During competitions, the *Chief Official*, in consultation with the *Regatta Safety Officer* and Competition Committee will make this decision.

### 3.2.2.5 Air Quality

Air quality must be considered when participating in outdoor activities such as paddling, and proper precautions must be used to ensure *Participants* are not exposed to high levels of *air pollution*.

*Air pollution* levels are low in Canada compared to other countries, however, even low levels pose health risks. The risks of *air pollution* are greater for those who are active outdoors due to increased and deeper breathing, allowing more pollution to enter the lungs. Additionally, areas where wildfires are more common are at increased exposure to toxic air pollutants.

The Government of [Canada's Air Quality Health Index \(AQHI\)](#) should be monitored to determine air quality in a given location and whether training or competition should be postponed, shortened or stopped.

- During training, coaches present on-site shall be responsible for monitoring the AQHI.
- During competitions, the *Chief Official*, in consultation with the the *Regatta Safety Officer* and Competition Committee, as applicable, shall be responsible for monitoring the AQHI.

Notwithstanding the above, training or competition may be postponed or cancelled if, due to the AQHI, the health condition of any *Participant* appears to be negatively impacted or reasonably threatened or where they have otherwise received reliable medical advice that it is no longer safe to continue the training or competition<sup>3</sup>.

- During training, coaches will make this decision.
- During competitions, the *Chief Official*, in consultation with the *Regatta Safety Officer* and Competition Committee will make this decision.

For more information on air quality and pollution, consult [Environment Canada's Air Quality](#) page.

## Section 4 Responsibilities

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<sup>3</sup> Whenever possible, coaches or the Club Safety Officer (in training) or the *Chief Official* (in competitions) shall consult with any available on-site medical practitioner(s), such as physicians or paramedics, or make reasonable efforts to contact such individuals.



## 4.1 Club Responsibilities

All Clubs have the following responsibilities:

- a) To ensure compliance with the minimum standards outlined in this Code of Safety at all times;
- b) To make *Participants* that fall under their scope of authority aware of this Code of Safety (by having it accessible on the Club website and in hard copy at the Club) and to ensure that these *Participants* respect this Code of Safety at all times;
- c) To promote this Code of Safety and any visual aids related, but not limited, to on-water safety, lifesaving, hypothermia or resuscitation procedures;
- d) To appoint a *Club Safety Officer* annually, who will be responsible for ensuring the Club's compliance with this Code of Safety. Clubs will have the opportunity to indicate their *Club Safety Officer* through the annual Sprint Club Registration form on ckcmember.ca and must notify their Division Flag Officer of this appointment no later than June 30 of each year;
- e) To notify *Participants* when cold water conditions are present (i.e., below 8 degrees Celsius) and to inform them of the specific rules applicable in such conditions as outlined in Section 3.2.2.3 above;
- f) To possess and post in a conspicuous place a plan of the local waterway and draw special attention to local rules and hazards;
- g) To abide by relevant worker safety regulations related to water safety and drowning prevention in force in their Province or Territory and ensure *Participant* compliance;
- h) To develop an [Club/Venue Emergency Action Plan](#) which must be posted and known by key Club administrators, employees, volunteers and coaches;
- i) To compile and prominently display a list of emergency telephone numbers at the Club;
- j) To maintain a comprehensive and up to date First Aid Kit;
- k) To have access to a functioning telephone to be able to call for help in the case of an emergency. If no service is available at the club, an accessible and functioning portable radio must be available (ensuring someone with the ability to call for help is on standby at the other end of the radio);
- l) To record accidents which occur during Club sanctioned activities and maintain accident reports for a period of three years. Accident reports shall be provided to CKC upon request;
- m) To evaluate and ensure the safe and proper working condition of all equipment, including all canoes, kayaks and dragon boats, which must be maintained in safe and floatable condition;
- n) To ensure near water safety<sup>4</sup> measures are considered and implemented, including a lifesaving station on the dock with a rope and [Government of Canada approved PFD](#) in case of accidental immersion;
- o) To ensure that all motorboats or other craft used for coaching, officiating or for regatta safety meet the minimum requirements as set down in the [Canada Shipping Act, Small Vessel Regulations](#);
- p) To promote water-safety and encourage all *Participants* to learn life-saving techniques;
- q) To ensure that coaching staff are trained in life-saving and resuscitation procedures by attending courses and other appropriate measures;
- r) To make reasonable efforts to promote [Transport Canada's "Safe Boating Guide"](#);

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<sup>4</sup> Additional [near water safety measures](#) may include a pole and life hook, ring buoy or other safety devices.

- s) To make reasonable efforts to co-ordinate on-water activities with other water users in the vicinity of the club to minimize the risks of accident;
- t) To manage *Participants* based on the water and weather conditions at any given moment of the day and to be constantly attentive to any indications that could impact water or weather conditions;
- u) To require all new *Participants* to complete the [“PAR-Q+” questionnaire](#) or provide the equivalent information in an existing form before engaging in club programs;<sup>5</sup> and
- v) To ensure that they collect and maintain records of basic *Participant* health information that may be needed in the case of an emergency or other medical situation.

## 4.2 Participant Responsibilities

### 4.2.1 Responsibilities of All *Participants*

All *Participants* have the following responsibilities:

- a) To ensure compliance with the minimum standards outlined in this Code of Safety at all times and respect all safety rules that may affect their own safety and/or the safety of their fellow *Participants* or any other individual involved in the sport of sprint racing canoe and kayak, as described in this Code of Safety;
- b) For athlete *Participants*, to follow the rules of their current racing class, as outlined in the [CKC rulebook](#);
- c) To be familiar with the [Transport Canada’s “Safe Boating Guide”](#)
- d) If engaged in on-water activities, must be able to swim at the level of the [Canadian Red Cross “Swim Kids Level 6”](#) prior to their participation in water-related programs. If not, they must wear a [Government of Canada approved PFD](#) in the manner in which it was intended while engaged in all on-water activity;
- e) Notwithstanding the aforementioned, all athletes under 16, as defined by the [CKC Sprint Competition Rules](#), must wear a non-inflatable [Government of Canada approved PFD](#) while engaged in any on-water activity;
- f) For athlete *Participants* to inform their coach and any other relevant individual of any change in their health which may affect their ability to safely participate in competitions or training or any club programs, or which may affect their well-being, or may endanger the safety of the other *Participants* or any other individual involved in the sport of sprint racing canoe and kayak;
- g) For athlete *Participants* to inform their coach if they are using or are under the effect of any prescription medication that may affect their well-being, or may endanger the safety of the other *Participants* or any other individual involved in the sport of sprint racing canoe and kayak; and
- h) Refrain from drinking alcoholic beverages, using cannabis or illicit drugs, in the period leading up to, as well as throughout the duration of their participation in the sport of sprint racing canoe

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<sup>5</sup> The most recent version of the “PAR-Q+” questionnaire is meant to apply to everyone. CKC strongly encourages clubs to have all new *Participants* of any age complete the questionnaire in order to provide such *Participants* with an indication of whether they can safely commence physical activity without first consulting a doctor or a qualified exercise professional

and kayak, which may affect their ability to train or compete in a safe manner, or which may endanger the safety of the other Participants or any other individual involved in the sport.

#### 4.2.2 Responsibilities of Coaches

Coaches have the following specific responsibilities:

- a) They must be familiar with and enforce this Code of Safety as a minimum level of safety;
- b) They must wear a [Government of Canada approved PFD](#) at all times while on the water;
- c) Before coaching at a new site, they must become familiar with the site and water conditions, in order to become aware of any hazards, obstacles, or currents that may endanger *Participants*;
- d) They will possess a copy of their [Club's Emergency Action Plan](#). They will know the site's emergency procedures and the location of first aid kits and any other safety equipment;
- e) They shall be trained in first aid and cardiopulmonary resuscitation;
- f) All Head Coaches, or designated lead coaches in charge of, or supervising, on-water activities must have, as a minimum, [NCCP Level I, ELCC Certification or Canoe Kids Coach Trained](#);
- g) They will identify any discernable medical conditions of an athlete that could become a safety issue. Where *Minor* athletes are involved, the coach shall obtain such information from the athlete's parent/legal guardian or with the written consent of the *Minor* athlete's parent/legal guardian;
- h) While coaching on-water activities, they will ensure that any paddlers not wearing PFDs do not stray 500m from the coach/Safety Motorboat, unless they are carrying in their boat:
  - a. A lifejacket or PFD that fits, for each crew member
  - b. A sound-signalling device, and
  - c. A watertight flashlight if operated after sunset, before sunrise or in periods of restricted visibility;
- i) They must have the ability to call for help in the event of an emergency by carrying a cell phone or other means of communication with them during practice if cell service is not available on the water (ie: portable radio, ensuring someone with the ability to call for help is on standby at the other end of the radio); and
- j) They have the responsibility to manage on-water *Participants* based on the water and weather conditions of the day and must be constantly attentive to any indications that could impact water or weather conditions.

#### 4.2.3 Responsibilities of Officials and Volunteers

Officials and volunteers have the following specific responsibilities:

- a) To ensure the safety of all *Participants*;
- b) They must wear a [Government of Canada approved PFD](#) at all times while on the water;
- c) For Officials, to know the competition site's emergency procedures and possess a copy of the host [Club/Venue's Emergency Action Plan](#), which must be provided to the Officials by the Host Organizing Committee or Club/Division at least seven days before the start of the competition; and;
- d) In the event of a capsized war canoe or dragon boat, the Race Officials and relevant On Water Volunteers must confirm the head count with the steers person/cox.

#### 4.2.4 Responsibilities of Safety Officers

The *Club Safety Officer* will:

- be responsible for ensuring that the Club adheres to this Code of Safety as well as any other safety measures which may apply;
- ensure that the Club has sufficient safety equipment and that all safety equipment is in good working order;
- in collaboration with the Head Coach, conduct an annual club safety audit to ensure that all required safety equipment is sufficient and satisfactory for compliance with this Code of Safety and the [Office of Boating Safety](#) standards;
- be responsible for the continuous updating and maintenance of the [Club's Emergency Action Plan](#), including key contact information and response procedures;

If the *Club Safety Officer* considers an activity to be unsafe to continue, they will immediately approach and consult with those who are also responsible for the safety of *Participants* (Officials, Coaches, Staff, Administration) in order to determine the best course of action.

The *Regatta Safety Officer* will:

- be present at all regattas that they have been appointed to in this role and make sure that the regatta adheres to this Code of Safety as well as any other safety measures which may apply;

If the *Regatta Safety Officer* considers an activity to be unsafe to continue, they will immediately approach and consult with those who are also responsible for the safety of *Participants* (*Chief Official*, Competition Committee, Officials, Coaches, Staff, Volunteers, Event Organizers) in order to determine the best course of action. Please refer to section 3.1 for further duties.

#### 4.2.5 Responsibilities of Motorboat Drivers

- a) All Motorboat drivers must be in possession of a valid [Department of Transportation "Pleasure Craft Operators Card"](#) and demonstrate operational competency;
- b) All drivers must operate motorboats and equipment with extreme care and stay current with [Transport Canada's "Safe Boating Guide"](#);
- c) Motorboat operators must be at least sixteen (16) years old;
- d) Motorboats will proceed at SLOW speed in the vicinity of docks and swimming areas;
- e) Motorboats will approach swimmers, wharves, canoes, kayaks, etc., in the safest possible manner. Motors will be shut off before final approach to a swimmer, and the *Safety Motorboats* should use [a reaching assist](#) to help retrieve the swimmer;
- f) Motorboat drivers will monitor fuel tanks periodically and avoid interrupting their availability as an on-water *Safety Motorboat* in order to re-fuel during ongoing on-water activities;
- g) Motorboat drivers will be alert at all times and must follow instructions from Officials;
- h) Motorboat drivers will be observant of all activity in their surrounding;

- i) Motorboat drivers shall take extreme care to ensure that their waves do not interfere with, or cause hazard to racing boats, either on the course or on the course sides;
- j) In the event of a capsized boat, the *Safety Motorboat Driver(s)* will proceed immediately to the area of the boat. The engine will be stopped and paddlers' heads must be counted to ensure all paddlers have their head above water and are not experiencing difficulty;
- k) Motorboat drivers shall not consume alcohol, cannabis or illicit drugs prior to or when operating a motorized watercraft. Irrespective of the legal limit for a boat driver in Canada, all boat drivers participating must possess a Blood Alcohol Concentration (BAC) level of zero.

## **Section 5 Boat Trailer, Vehicle and Driver Safety**

### **5.1 Trailers**

- a) All plated trailers must be maintained and licensed in accordance with the laws and regulations of the relevant provincial or territorial government;
- b) All plated trailers must be insured;
- c) All trailer drivers must be licensed in accordance with the laws and regulations of the relevant provincial or territorial government;
- d) Boats must be securely and individually tied to the trailer. An additional safety rope should be affixed to encircle the boats on the trailer. Boats should be loaded in such a manner as to be balanced from front to back and left to right;
- e) All trailer drivers must abide by the Motor Vehical Act (or equivalent and applicable legislation) in any jurisdiction in which they operate a vehicle.

### **5.2 Cars/Vans/Trucks**

- a) If transported by car, van or truck, boats must be securely tied to the vehicles
- b) All vehicles used to pull boats and trailers must be insured, either through; personal vehicle insurance or by the organization that sanctions the related activity. Where personal vehicles are used to transport boats, the owner of the vehicles does so at their own risk should any damages occur that are not covered by insurance.

### **5.3 Driver Safety**

- a) Drivers of trailers, trucks, cars or vans shall always be fit for duty when operating a vehicle. They shall not be under the influence or effects of any prescription medications, illicit or illegal drugs, alcohol, cannabis or fatigue that would impact or prevent them from safely operating a vehicle.
- b) Vehicle drivers are responsible for ensuring that they only operate a vehicle in safe road and driving conditions.

## **Section 6 Compliance**

Clubs are responsible for the implementation and enforcement of the Code of Safety as a minimum standard at their Clubs, at regattas, in training or at other events that fall under their authority. Clubs

are responsible for disciplining or suspending any *Participants* that fall under their authority who violate the CKC Code of Safety.

The Division will have the right to discipline or suspend any Club or *Participant* who violates the CKC Code of Safety at a Divisionally sanctioned event.

The Competition Committee at Nationally sanctioned events will have the right to discipline or suspend any Club, *Participant*, Coach, Volunteer, Official or Organizer who violates the CKC Code of Safety.