



2017 Kathmandu Coast to Coast - Race Safety Briefing (Compulsory Section to attend)

These notes are current at time of email – additional safety messages will be given at the pre-race safety briefings at

Thursday 10th February for **2 –Day competitors** at **5:00pm** at Kumara Racecourse

Friday 11th February for **Mt Running competitors ONLY** at **8:45am** at Aicken's Run start

Friday the 11th February at **3:00pm** for **1-Day competitors** at the Kumara Racecourse

It is compulsory to attend your relevant briefing

The briefings will be split into two parts – the first is the essential safety information – this part is compulsory for everyone, the second part is an overview of the course and the chance to ask questions – this part is optional but recommended especially for first time competitors

There will also be a short briefing 15 minutes prior to the start on each day to relay any updates on conditions, hazards etc.

WELCOME

- Weather forecast – Friday and Saturday
- River levels – current and trend
- Alternate course Plan B (if necessary)

The following is for both 2-day and 1-day competitors

START

- No cycling without lights from Kumara Racecourse to the Bike transition (at the Total Span yard 200m prior to the railway crossing). Wear your reflective ankle bands.
- Please make sure you and your crew are wearing lights / reflective gear so that you will be visible to drivers during the walk to the beach.
- It is a 15-minute walk to the beach. You must leave the racks by 6:30am for the 2-Day race and 5:30am for the 1-Day race. The Transition will be closed 30 min prior to each start
- Wear your helmet, Bib, transponder and reflective ankle bands – take your numbered bag to put warm clothing in prior to race start

RUN TO BIKE TRANSITION

THE FIRST CYCLING SECTION

- You must have lights on bikes before dawn and after dark
- There is a road closure of 45km from Kumara Junction to Jacksons. **DON'T DEPEND ON IT TO WORK.** Watch for the signs at Jacksons **“Road Closure Ends”**. **THE LAST 10KMS FROM JACKSONS TO AICKENS IS OPEN ROAD.** Remember, officials, Media and emergency vehicles will pass competitors on the open and closed roads.

- Keep to the left. **DO NOT CROSS THE CENTRE LINE.** Expect oncoming and overtaking traffic at all times. Obey the road code. If you are caught crossing the centre line you will be disqualified – if the bunch is set up on the centre line it is not an excuse for crossing the centre line, you will have to back off and go round another way to get to the front
- No handheld camera's or video devices are to be used at any time on any of the cycling sections – if you want to film or video you can only do so using a hands-free device such as a GoPro attached to your bike or helmet – no selfie sticks / taking selfies on phones etc

THE MOUNTAIN RUN SECTION

- **Bibs must go over the top of all gear including running packs**
- If told by officials to put on your extra clothing, you must do it.
- Assistants and supporters must not stop at the Deception Footbridge on SH73 to observe competitors. **The road and railway line in this area must be kept open and safe.**
- **If you come across an injured competitor, stop and render first aid, then inform an official at the next checkpoint**
- There is an extreme fire danger at Klondyke Corner. No open fires. Beware of hot exhausts and the dry grass. Camp where directed. Please follow all directions from the marshals. No camping between shingle road and forest. **Use our toilets not the bush.**
- There is a gear check for EVERYONE at Goat Pass Hut. There will be a sign at the bottom of the final creek (500m) from Goat Pass telling you items will be checked – expect 3-4 items.
- Anyone with suspect or missing gear will undergo a full gear check at Klondyke Corner
- Missing gear will be penalised by time or disqualification depending on items missing

Cut Off Times

Two day (Friday)

- All competitors must have past the Doreen Creek Check point by 2:00pm (if competitors fail to make this point they will be directed back out to Deception footbridge under their own steam)
- All competitors must have departed Goat Pass by 4.00pm
- The mountain stage will be closed at Klondyke Corner at 7:30pm.

One day (Saturday)

- All competitors must have departed Goat Pass by 12:15pm on Saturday.
- All competitors must have departed Klondyke Corner by 2:15pm on Saturday (they will not be allowed to cycle to Mt White Bridge after this time)

Notes from Ken Weavers the Mountain Safety Manager.

- The Mountain Officials are there to help you and account for your whereabouts at all times.
- We need to be able to read your numbers clearly and may call out to you show us your number.
- Call out your number but show us as well – in past some competitors have called out wrong number.
- There is course marking on the run this year – it is a mix of arrows and tape – It is your responsibility to pay attention and follow the route, arrows mainly indicate direction to find the trails and river crossings. In places it will require common sense to follow obvious tracks – remember you are following the main valley up and the main valley down. The only turn off (up to Goat Pass) is well marked / taped off
- Be aware of river conditions as rivers are quite high (at moment), remember even at marked crossings it is your responsibility to chose your crossing carefully and that it is appropriate for your size, skill and experience
- Gear checks at Goat Pass is compulsory, be prepared and patient. This is for your safety and to

ensure a level playing field.

- If it is going to hot (very hot), you may need to look at a water source other than relying on river water, especially on the Minga side.
- Danger tape will be in place over the course, it is there for your safety.
- Don't go underneath it, conditions may have changed since your last training run.
- **There is a slip at Minga Bluffs – this section will be taped off**, depending on the river flow you will either be directed into the river and round underneath the slip or if the river is high above it via the DoC track. **NO ONE** is to use the route through the middle of this slip, **anyone caught doing so will be disqualified.**

MIDDLE RIDE

- Be aware of the downhill after the Bluffs – it is steep and often in poor condition. If it is very hot the tar-seal here is always melted and very slippery
- The road is open

MT WHITE TRANSITION

- There is a marshal at the railway crossing before you cross the Mt White Bridge – if you are asked to stop you must **STOP** – there are trains scheduled which could affect some competitors – **failure to obey marshals will result in disqualification**

THE KAYAKING SECTION

- River safety crew will scrutinize all gear on Saturday morning. 1-day competitors can have non-banded crew take your kayak down to have it scrutineered
- The cut off for one-day competitors is 3:00pm on the river at Mt White Bridge and through Woodstock by 7pm. 8:15pm at Gorge Bridge - There are no exceptions.
- There are orange buoys – at Mt White, Gooseberry Stream, Esk and Woodstock checkpoints. You must paddle between them. That's how we get your race numbers electronically – these buoys are about 6m apart
- If you see someone in trouble and you can safely help them, then you will be their quickest and most effective form of support. **DO NOT PUT YOURSELF IN DANGER** in doing so though.
- Remember your training and make good decisions based on your level of skill – remember there will be a wide variety of skills on the river all making decisions on their own circumstances – don't assume that following is the safest course of action!
- It can be very cold on the river even on a generally warm day – the water temperature is very cold, the wind can be very cold – make good decisions, stay warm, happy and safe
- If you start the river and find it is above your level you should stop at the first CP – Gooseberry stream, this is your last chance to pull out to a road access.

Cut Off Times (River)

- One day kayak scrutineering closes at 2:30pm
- All Competitors must be on the water at Mt White by 3pm
- All Competitors must have passed Woodstock Check point by 7pm
- All competitors must be off the water by 8:15pm

Notes from Keith Riley the Kayak Safety Manager.

- *Accounting for you all whilst on the river is our biggest and most difficult task. When paddling past a checkpoint Gooseberry, Esk and Woodstock, paddle close to Checkpoint officials, between the Orange Buoys and yell clearly your competitor number. If in a bunch, spread out enough to ensure Check Point official (CPO) sites you, and you fit through the electronic timing buoys.*

- *Directional signage has been used in certain areas on the river. This signage must be followed. It will keep you out of harm's way and on a faster route. **Failure to comply with signs will put you outside managed areas.***
- *Finally, and most importantly. C2C have stationed safety at recognised trouble spots. Between these locations, your fellow competitors are your safety net. Competitor camaraderie is a key element of the C2C river management system. If you see a competitor in trouble, please render assistance. Relaying information downstream to jet boats or CPOs helps with the safe running of the river section.*

THE LAST CYCLING SECTION

- No support vehicles are to follow competitors at any time
- The Road is open - Keep to the left. Do not cross the centre line. Expect oncoming and overtaking traffic at all times. Obey the road code.
- The cycling section through Christchurch is a lot better this year but there may still be areas with reduced lane widths, closed cycle lanes, new road layouts, uneven surfaces, potholes, merging traffic etc – be careful.
- There are sections on the final ride where cyclists must travel in single file – there are several slipstreams to travel through the signals and potentially coned left hand turns – you must stay on the inside (left) of the cones. The available room is less than 1.5m, which is single file. **Please keep your eyes up and if riding in a bunch signal these restrictions to your fellow competitors behind**
- Any competitor departing Waimakariri River Gorge bridge after 6:00pm must have white front and red rear lights attached to their cycles that can be seen from a distance of 100m, wear reflective bands on each ankle and wear a reflective high visibility cycling / safety vest

Update from Bill Roxburgh the Traffic Safety Manager.

GENERAL

- No headphones i-pods, MP3 players are to be used by competitors in any section of the Coast to Coast. You must at all times be able to hear the instructions of officials and the warnings of fellow competitors.
- Railway crossings – If warning signals are going or if asked to stop by an official you must stop. In 2012 a competitor was disqualified for not stopping. Remember trains take a long to stop and can be travelling at high speed through the rail crossings, they can also run outside of schedule.
- When Cycling - Keep to the left. Do not cross the centerline. Expect oncoming and overtaking traffic at all times. Obey the road code.
- Make sure you have your reflective gear and lights (working) if you are cycling before 7am or after 6:00pm
- Cyclists don't have guaranteed right of way through intersections being manned by police or Traffic management, you must be prepared to STOP. The Police and Traffic Management crews will be doing their best but build ups of traffic or other incidents may mean cyclists have to stop and wait, Police could be called away to an emergency and the intersection will be unmanned.
- If you withdraw on the last cycle leg into Christchurch, please phone Fenella the Event Safety Officer on 027 406 9999 and advise your competitor number and name and that you have withdrawn. All staff on course will also have this number and radio contact to the safety manager