



## **BMF INTERNAL REGULATIONS**

**(Rev. September 25, 2024)**

### **Principles of a Sustainable Motorsport**

The President has been empowered by the General Assembly to determine a sustainable environment for motorsport events that considers many interests and factors including “Ensuring the unity of the motoring movement and safeguarding the interest, material and moral, of motoring within the territory of Barbados’ as stated in **Article 2** of the Federations Statutes.

As such the BMF members must co-exist with other users of the roads and facilities and they must be sensitive to the public in general. Not all persons are fans of motor sport – in fact many find it disruptive, dangerous, and a waste of resources. Key to sustainability will be determined through prudent, timely and proactive engagement with all stakeholders and principals outlined as follows.

- The Members
- The Government
- The Police
- The Sponsors
- The Competitors
- The Spectators
- The Public
- The Insurance industry
- General Safety

### **Internal Regulations**

#### **1) Annual Calendar**

**a.** The calendar determines the type and frequency of events held on an annual basis.

The type and frequency will be determined by the Members and Promoters ability to attract competitors, sponsors and spectators while operating within the minimum safety regulations of the Federation.

The principals to be considered when reviewing the calendar are as follows.

- |                              |   |
|------------------------------|---|
| (1) Disruptive / Overuse -   | General public & residents  |
| (2) Dangerous -              | Public, marshals, officials, spectators & competitor safety                   |
| (3) Support Infrastructure - | Marshals, officials, equipment, sponsor commitment & facility / location used |
| (4) Event type               | Frequency & organizational / execution ability and complexity                 |

Members are not restricted to any particular type or classification of event other than by their capacity and competency to organize and operate the event in a safe and sustainable manner. The General Assembly shall have the sole authority to determine the competency of any Member to organize a particular type of event and shall do so on the recommendation of the President or Vice President - Sport.

**b.** The Annual Motorsport calendar is set each year by the Federation. The Federation shall decide the maximum total number and type of each event that can be held in any one calendar year.

Only those events that are listed on the Annual Motorsport Calendar are eligible for sanctioning by the Federation.

All events of a sporting nature or non-sporting motor-oriented events, to be known hereafter as motor events, (as opposed to social or administrative events) must be listed on the Annual Motorsport Calendar.

Any member who organizes, supports or promotes a motor event which is not listed on the Annual Motorsport Calendar will be subject to disciplinary action.

No Member shall publish or cause to be published any calendar of events other than the Annual Motorsport Calendar. In special cases and with prior approval of the Federation Members may publish the dates of their planned events prior to the ratification of the Calendar providing they indicate that the dates are "subject to approval by the BMF".

## **2) Procedures for setting the Annual Motorsport Calendar.**

- (1) Each member shall submit their list of motor events by August 15 of the year preceding the year for which the event is scheduled.
- (2) The Federation shall convene a Motorsport Calendar Committee made up of a representative from each member seeking to hold any motor event in the Approved Calendar for the ensuing year. This Committee shall be in force for all matters relating to the Approved Calendar up until the Calendar is approved by the General Assembly. After that time the Motorsport Calendar Committee shall be disbanded and the Federation shall deal with all matters arising.
- (3) The Chairperson of this committee shall be the Vice President – Sport of the BMF
- (4) The Calendar shall be negotiated amongst the members in good faith. Where a dispute occurs over a particular date to be used a vote amongst the Motorsport Calendar Committee shall be taken. A simple majority shall resolve the issue with the Chairperson having a casting vote if needed.
- (5) The agreed calendar must be submitted to the President for review relating to the guidelines set out in the "Principles of a Sustainable Motor Sport Calendar". After that review the calendar shall be submitted to the General Assembly by September 15 (or as close to such time as possible) for ratification.
- (6) On or before October 30 the Federation shall cause to be sent to the relevant Ministry a letter advising the Ministry of the Approved Calendar.

### 3) Changes and/or Additions to the Calendar

- (1) At any time after the Annual Motorsport Calendar has been submitted to the Ministry a member can request a change and or addition to the calendar by writing to the Federation at least 8 weeks in advance of the proposed date to be changed or added.
- (2) The following types of changes and additions require the Federation's prior approval.
  - Change of date
  - Change of event type
  - Change of Organizing body
  - Change of venue (It is noted that in rare cases a change of venue may have to occur outside of the timeframe normally required. The Federation will consider all circumstances requiring the change in considering the request.)
- (3) Any addition to the calendar must be approved by the General Assembly and go through the same review process outlined above.

### 4) Event Categorization

- 1) **Dexterity Test** (Production Car Autotest): A competition in which marking is based on a competitor's performance in maneuvering tests and the time taken to complete the test.
- 2) **Race**: A competition where two or more cars are started simultaneously from the same starting line and over the same course, and in which the winner is the competitor who first completes a specified distance including any handicap credit, or who completes the greatest distance in a specified time.
- 3) **Rally Sprint**: A speed event on a closed circuit consisting of two mixed surface tracks separated by a barrier. Two competitors, one on each track, are started simultaneously, or by handicap, and the winner is the competitor who completes the course in the fastest time.
- 4) **Special Stage Rally**: A rally containing Special Stages, being tarmac or loose surface roads, closed by the authorities, joined by linking sections which utilize public roads. (These events consist of 10 or more Stages where the current maximum length of any one Stage is less than 6 miles and usually between 1.5 and 3.5 miles).
- 5) **Speed Event**: An event in which cars run individually, even though two or more individual runs may be taking place concurrently, over a course exceeding 200m in length being tarmac or loose surface roads, closed by the authorities, and in which the relative performance of the competitors is assessed by timing them over a given distance and the winner, or the most meritorious performer, is the competitor who covers the distance in the least time.

The term "Speed Event" will include hill climbs, sprints, acceleration tests and other similar events. The course surface for hill climbs and sprints can be tarmac or loose and the length is between 1.5 and 3.5 miles. For acceleration tests the course is straight and has a tarmac surface with a minimum length of 880 yards.
- 6) **Autocross**: A timed event generally held on a paved, flat surface, usually consisting of straight sections and connecting turns or corners, resembling a miniaturized road course. The course layout should emphasize car handling, driver skill, and maneuverability rather than performance. The course should be designed to limit maximum speeds to 35 mph and well enough defined so that memory is not required to remain on course.
- 7) **Drag Race**: An acceleration contest between two vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.

- 8) **Kart Race:** A competition where two or more go-karts are started simultaneously from the same starting line and over the same course, and in which the winner is the competitor who first completes a specified distance including any handicap credit, or who completes the greatest distance in a specified time.
- 9) **Navigational Rally:** A competition in which marking is based on a competitor's performance in maneuvering tests, following a specified route in a specified time allowance. Penalties are assessed for failing to follow the designated directions and/or time limitations.
- 10) **Rally Cross:** A competition where two or more cars are started simultaneously from the same starting line or starting grid and over the same course, consisting of sealed and/or unsealed surfaces, and in which the winner is the competitor who first completes a specified distance including any handicap credit, or who completes the greatest distance in a specified time.
- 11) **Time Attack:** A competition when cars complete strictly against the clock over a defined course at a closed venue facility. One or more cars may be on the course at any point in time but no racing may take place. The maximum number of cars must be 5.::
12. **Private Test:** Use of the public road by an individual or individuals which has been temporarily closed to the public for the testing of their competition vehicles. Full requirements for such a test are shown in Appendix A.

## 5) Procedures for Road Closure Permission

- 1) Road Closure Permissions are subject to the administrative rules of the particular Ministry.
- 2) Members are responsible for adhering to the Ministry's procedures.
- 3) The Federation is not responsible for seeking road closure approval for any event.
- 4) BMF Event Permit numbers are allocated on the calendar, when submitting your road closure application, the BMF Permit Number must be included.
- 5) Before an event Permit can be issued the Member must submit to the Federation a copy of the road closure permission received prior to the scheduled event. In the case that such permission is not submitted then the event shall be automatically removed from the Annual Motorsport Calendar and will not be sanctioned. It shall be a serious breach of the Federation's rules should any member hold any event that requires Government approval without receiving such.

## 6) Procedures for Notifying Members of Disciplinary Actions

- 1) All Members agree to inform the Federation and all Members of all disciplinary actions taken against Member Club Individuals within 24 hours of such decision.
- 2) Sanctions involving loss of competition privileges imposed on an individual of one Member organisation shall be upheld by all Members. If such loss of Competition privileges is also associated with the expulsion of the individual from the member club then such action shall be clearly communicated to the Federation such that the Federation may inform its members and the individual shall lose competition privileges with all Members.
- 3) Members who fail to cross-impose the sanction will themselves be subject to disciplinary action from the Federation.
- 4) It should be noted that the BMF Competition Licence that is required for all competitors is issued by the BMF. Each holder of such licence accepts the terms under which it is granted being the International Sporting Code.

## 7) Liability Insurance Procedures

Every member acting as a motor event organizer must maintain public liability insurance cover under the Federation's Insurance Facility which notes the Federation as an insured party.

When Public Liability Insurance is applicable, such as for circuits, closed roads and car parks, the limit of indemnity will be a minimum of three million Barbados dollars.

The Federation has arranged through its insurance manager and insurance broker, Gallagher Insurance Brokers, an insurance facility with five insurance companies to cover all types of motor sport events listed on the Annual Motorsport Calendar. In order for members to access this insurance facility they must agree to follow all of the requirements and procedures of the insurance facility.

The insurance requirements and procedures are as follows:

Application for a BMF Permit (Form will be supplied by the BMF): A club planning to organize a motorsport event stated on the BMF Calendar must submit

- a) a separate application to the BMF, c/o Motorsport Services, for each Event Type as listed in the Internal Regs and on the Calendar, at least 30 days prior to the date of the event. It is strongly recommended that if a club is considering the merging of different Event Types, or organizing an Event Type that is not already listed, that the club contact the Vice President - Sport, before discussing the matter with any potential sponsor or other entity.
- b) a copy of the ASRs, which must include the names of the key officials and their title,
- c) a copy of the Entry Form.
- d) a copy of the Safety Plan(s) for high-speed events.
- e) an outline program (when other clubs are involved, or special events/demos are included).
- f) When road closures by the MTW are required, the MTW letter of permission must be sent to the Federation's office (Motorsport Services), before the Permit can be issued.
- g) To ensure that the club's liability is insured for any special activities planned before, during or after the event, the application includes a question asking if it is planned to have any special activities or entertainments. NB: Briefing meetings and prize giving's are already covered.

If the details shown on the application and the required documents are submitted on time and are approved, the BMF will issue a Permit to hold the event, which will automatically effect the Public Liability insurance for the event.

When open public or private roads are used as part of the competition, such as for the transit sections in Special Stage Rallies, Auto Liability insurance is also effected, as required by the Road Traffic Act. Only Auto Liability insurance is required for Navigational Rallies. On the member submitting to the BMF Insurance Manager a schedule stating the name of the driver, make and model of the vehicle and the license number, an insurance Cover Note, Rally Endorsement and Schedule of insured persons and vehicles (the Entrants) will be issued by the Lead Insurer and a copy given to the club for each insured vehicle. These insurance documents must be given to the competitor prior to the start of the rally.

The Permit will state certain conditions that must be met by the club.

Failure to follow these requirements and procedures will result in consequences to the organizing club. Should Motorsport Services not receive an application for an event on the calendar on or before the 30<sup>th</sup> day before the event, an email will be sent to the organizing club from Motorsport Services on behalf of the Vice President - Sport, advising the club of this deadline being missed.

The organizing club will then have 14 days to submit their application from the date of this correspondence. If the required documents (see above) are received 14 days or less before the

event date, the Application for a Permit will be denied, unless the club can provide evidence of extenuating circumstances.

Premium payments by entrants to an event: Entrants/competitors pay the premium to Motorsport Services along with the submission of the Entry Form.

**BMF Starters Sheet:** The starters sheet must be signed by each driver in the event, so that the correct premium for the event can be calculated. After the event, the organizer must check that the signatures are for those drivers who have actually taken part in any practice/qualifying, or the competition. If they did not participate in any of these activities, a club official must state this on the starters Sheet (DNS in right column).

For each event the organizer is to submit the sheet(s) to Motorsport Services, within 3 working days. The Starters Sheet(s) will be checked by Motorsport Services and our Insurance Manager before being sent to our Insurance Broker to prepare the invoice and send to Motorsport Services for payment to the broker.

Failure to provide the starters sheet to Motorsport Services will put the following event that a club is organizing in jeopardy of not receiving an approved Permit.

- 1) **Club's Release & Indemnity Sign-on forms:** The insurance policy requires that these forms be completed. These forms are prepared by our insurance manager for the benefit of the organizing club and other parties involved with the event such as drivers, officials and sponsors. The forms are to be signed by officials (which term includes marshals) and individuals such as, the competitor's crew and persons permitted to be in restricted areas such as, sponsor's representatives, members of the media, official photographers and invitees. These persons must sign the relevant form before carrying out their duties and/or entering the restricted areas. These forms are prepared and supplied to the club under the authority of our Insurance Manager, after receiving the details of the event from the club and must not be altered without the authority of the Insurance Manager. A specially prepared sign-on form may be necessary for people such as performers and demonstrators who are part of the program of the event.

### **Claims:**

Should ANY person (competitor, official or spectator) suffer bodily injury or there be any damage to Third Party property during the event, which excludes damage to a competitor's vehicle or club property, please call John Sealy, our Insurance Manager on 231-1709, and then submit the BMF Initial Report form, supplied by the BMF, to e-mail: [insurance@bmf-fia.com](mailto:insurance@bmf-fia.com) or to WhatsApp 231-1709, as early as possible, and no later than the end of the first working day after the event. If our Insurance Manager cannot be contacted, the Initial Report form must be sent marked URGENT to our Insurance Broker, Gallagher Insurance Brokers Attn the Claims Manager, located at Stanley Centre, Haggatt Hall, St. Michael.

After the initial report is submitted, fuller details may be required such as a report from the club enclosing a statement from each of the officials involved with the management of the incident, and any photos and witness statements.

Should a member repeatedly fail to adhere to these procedures, the failure will be reported to the President, who will investigate and determine the consequences.

## **8) Motorsport Recruitment & Training Committee (MRTC)**

A standing committee known as the Motorsport Recruitment & Training Committee (MRTC) shall be formed annually and members appointed from the Members or general public.

The MRTC shall have a chairperson appointed by the General Assembly, and such chairperson shall be asked to be present at the meetings of the Federation from time to time.

The MRTC shall be delegated the following responsibilities:

- a. To develop and administer training procedures for motorsport marshals & officials.
- b. To recognize by way of certificate trained marshals & officials.
- c. To develop and administer competitor training programs.
- d. To maintain a register of all marshals & officials.
- e. To oversee the recruitment, management and retention of marshals and officials.

## **9) Safety Officer**

a. In an effort to monitor and enforce the consistent application of the BMF regulations related to event and organizational safety the Federation will appoint Chief Safety Officers annually. The Chief Safety Officer shall have the right to co-opt additional persons to assist him in his duties. These persons shall bear the title of Safety Officer. The Safety Officers shall be given unfettered access to all sanctioned events on the Annual Motorsport Calendar by the organizing bodies.

- 1) Each Member must comply with reasonable instructions of the Safety Officer after consultation with the event officials (safety officer / Clerk of the Course / Event director).
- 2) The Safety Officer has the right and duty to withdraw the event permission from the Organizing Member immediately if the organizer does not comply with his reasonable requests prior to the events commencement.
- 3) Any Member who disregards the reasonable requests of the Chief Safety Officer or their assistants once the event has commenced will be subject to disciplinary action in the form of a fine or future permit refusal.

### **b. Procedures to be followed**

As a practical matter the Chief Safety Officer should abide by the following procedures:

- 1) Attend or designate a Safety Officer to attend each event on the Annual Motorsport Calendar
- 2) Identify themselves prior to the event to the Competition Secretary of the Organizer.
- 3) Report to the Clerk of the Course on the day of the event.
- 4) Review the safety provisions at the event with the Clerk of the Course.
- 5) Report any issues to the Clerk of the Course for action.
- 6) Require the designated safety officer to prepare a report after each event for submission to the Chief Safety Officer by the end of the day following the end of the event

## 10) Women in Motorsport

The promotion of “Women in Motorsport” through the following process

- 1) To create a sports culture that facilitates and values the full participation of women in all aspects of motorsport.
- 2) To set in place strategies and policies to promote the education and training of women in motorsport.
- 3) Through the BMF, to work with the FIA’s sporting and non-sporting commissions, ASNs and other key international Federations on joint sporting projects.
- 4) To implement actions and events to allow the sharing of experiences and reflect on how to strengthen the participation of women (as drivers, officials and managers) in motorsport.
- 5) To collaborate with other organizations on joint projects for women and sport.
- 6) To take an active role in international forums and conferences devoted to the place of women in sport, and in the advances that can be made.

## 11) Competition Licence Scheme

### General

The Barbados Motoring Federation (BMF) has been empowered by the Federation Internationale De L’Automobile (FIA) to issue and keep a register of licences per the powers granted to us under the ISC.

Licences shall be applied for and issued by a person or company (Licence Officer or LO) appointed by the General Assembly from time to time.

In order to be eligible to enter any competition in the territory of the Barbados Motoring Federation (BMF) the individual must be the holder of a current Competition Licence issued by a member of the FIA.

Note that nothing in this internal regulation can supersede the power that is granted to the BMF by the FIA.

**a.** Licences shall be issued on the following basis.

- 1) Barbados residents (legally entitled to reside) wishing to compete nationally under the BMF’s Motor Sports Calendar and/or internationally under the FIA’s International Sporting Code.
- 2) A citizen of any other country represented on the FIA providing they can provide proof to their parent ASN that they are permanently resident within Barbados and that their ASN has given its prior permission and has recovered any licence originally issued. ASN authorization is required for each licensing year.
- 3) A citizen of any country represented on the FIA providing they have consent of their parent ASN.

**b.** Licences shall be issued / maintained / renewed subject to the following guidelines and Competitor Minimum Age Schedule.



- 1) Any person from 5 years of age wishing to register must complete a Competition Licence application form.
- 2) All applicants between 5 and 16 years of age must have a competitive driving competency certificate from their member clubs attached to the application.
- 3) All applicants under the age of 18 will require that the application is guaranteed by a parent or legal guardian.
- 4) All applicants will be required to annually complete a medical self-declaration form, the only exception being those competitors taking part in events requiring a forward speed of under 60km/h. Any material omissions and or incorrect information provided at the time of application, will result in your application being void from inception.
- 5) All applicants over the age of 60 must complete an annual medical examination. The medical must be completed within three months of the application.
- 6) Applicants for all International grades of Competition Licence will also be required to pass an annual medical examination.
- 7) International licence applicants 45 years of age and over must include a stress related Electrocardiogram. The report submitted must be by a specialist accredited in cardiology and signed by a consultant cardiologist.
- 8) Subject to certain conditions the status of a BMF licence may be upgraded at any time during the year by notification in writing to the LO plus the payment of a fee equal to the difference between the existing licence and the licence status being upgraded to.
- 9) Subject to the provision of the application form approximately completed, a passport size digital photo, the appropriate fee and proof of valid club membership (where applicable).
- 10) Adherence to the medical requirement as detailed on Appendix L of the FIA ISC, items 10, with particular emphasis) on Chapter III.

The licence shall expire at the end of the year shown on the Competition Licence.

At all times the BMF may request additional information / validation regarding fitness and all associated cost are to be borne by the competitor. Any decision as to unfitness to compete shall ultimately reside entirely with the BMF.

<b>COMPETITOR MINIMUM AGES</b>			
<b>DISCIPLINE</b>	<b>DRIVER</b>	<b>NAVIGATOR</b>	<b>COMMENT</b>
<b>RACE</b>			
Car Race	16		14+2 years Karting exp & competency test
Kart Race Easy Kart 60cc	5		+ Competency test
Yamaha Sportsman Class	8		+ Competency test
Yamaha Sportsman Heavy	8		+ Competency test
Yamaha 310 Class	13		+ Competency & lower age if Cmte approves
Shifter Class	15		+ Competency test
Easy Kart 100 Juniors	10 in 11 <sup>th</sup> year		12 for Rookie = less than 5 race days. Can transfer to Easy Kart 125 Light/Masters in year of 14 <sup>th</sup> birthday, but if a rookie, age 15
Easy Kart 125 Lights, Masters and Super Masters	14 in year of 14 <sup>th</sup> birthday ex rookie		16 for Rookie. Juniors can transfer to Senior Classes at age 14 + competency test
<b>RALLY</b>			

Navigation (Safari)	16+RTA	12	Without challenges or speed tests
Navigation (Safari)	16+RTA	14	With challenges or speed tests
Special Stage	16+RTA	16	14+ Competency Test, closed venue facility only
<b>SPEED</b>			
Rallycross	16		Standard rules
Rallycross	14		Competency Test, No contact Rules & Max 5 cars
Rally Sprint	16		14+ Competency Test
Hill Climb/Sprint	16+RTA	16 (Passenger)	Passenger with conditions
Drag Race	16		14+ Competency Test
<b>LOW SPEED</b>			
Mud Fest	16+RTA	14 (Spotter)	
Autocross	14		14-16 Competency Test
Dexterity Test	14		14-16 Competency Test

- c. Licences shall be issued to Nationals of Barbados or persons meeting the above guidelines as follows.

MotorSport Discipline	Licence Requirement							
	Biker A	Biker B	E-Sport	National C	National B	National A	National K	International
Auto Cross				X				Separate application required
Dexterity				X				
Navigational Rally				X				
Hill Sprint						X		
Stage Rally						X		
Time Attack					X			
Drag Race					X			
Rally Cross						X		
Rally Sprint						X		
Race						X		
Karting (under 14 years)							X	

Karting (over 14 years)					X			
Esport			X					
Bikers Motocross Junior		X						
Bikers Motorcross Senior	X							
Bikers Circuit Racing Jr		X						
Bikers Circuit Racing Snr	X							

Fee Structure – Annual	Licence Requirement							
	Biker A	Biker B	E-Sport	National C	National B	National A	National K	International
\$30.00		X						
\$50.00	X							
\$50.00			X					
\$60.00				X			X	
\$140.00					X			
\$220.00						X		
\$250.00								X

Fee Structure - Single Event	Licence Requirement							
	Biker A	Biker B	National C	National B	National A	National K	International	
\$15		X						
\$25	X							
\$30.00			X			X		
\$70.00				X				
\$110.00					X			

d. Licences are the property of the BMF and shall be suspended or withdrawn based on the following

- 1) The licence holder's adherence to the BMF Duty Free Scheme, or recommendation of a member club after provision of the infringement of their rules that they consider warrants such action.
- 2) All relevant information in support of the member clubs request must be supplied within 24 hours of the club's completion of its internal disciplinary process.
- 3) The Federation's review of all documentation supplied by the member club, and after review of a submission by the competitor.

## **12) Duty Free Scheme**

### **a) Description**

- 1) The scheme is for the exclusive development of motorsport and any abuse of the duty free scheme or any resultant privileges will result in the loss of competition licence for three years in the first instance, thereafter permanent loss of the competition licence.
- 2) Customs Tariff (Amendment) (No 2) Order, 2009 requires that the President / Vice President - Sport of the BMF issue a Certificate confirming that the item(s) being imported are for the exclusive purpose of a motor racing competition.
- 3) The scheme is only applicable to member clubs who have achieved full member status.
- 4) The individual desirous of benefiting from the scheme must hold a competition licence issued under the BMF licensing scheme, the FIA, or another recognized ASN, valid for the type of activity which he/she is seeking the exemption and must fill out an application form as prescribed from time to time by the BMF. Such form will include a statement that and evidence of:
  - The individual is a valid member of one of the BMF's member clubs.
  - The individual signs an agreement with the BMF specifying that the vehicle / equipment will be used exclusively for motorsport.
  - The individual accepts that should they not comply with the regulations of the BMF as set out, then the BMF shall have the right to suspend the competition license and notify the Ministry of Finance and Customs of such default.

The applicant also acknowledges and agrees that a nonrefundable fee will be charged by the BMF and or club to cover the cost of the application and the operation of the scheme.

Applications are first received and processed by Motorsport Services and then sent to the Member club whom after reviewing and completing their due diligence submit the application through Motorsport Services to the President / Vice President - Sport of the BMF with their recommendation for approval. Member clubs should advise their members that applications should be submitted in a timely manner as processing time can be up to a maximum of 5 working days.

### **b. Use and disposal guidelines under the Duty-Free Scheme (Vehicles and Karts)**

- 1) Application for duty free vehicles under this scheme is limited to one per applicant every three years.
- 2) For vehicles under Section (1) (a) of Customs Tarrif (Amendment) ( No 2), such vehicle must take part in a minimum of 5 competitions on the BMF annual calendar of type Speed Event, Stage Rally, Rallycross, Circuit or Kart Racing.
- 3) Where an approved beneficiary under the DutyFree Scheme is in breach of the conditions set out in section 12) b. 2) or wishes to dispose of a vehicle before the expiration of the concessionary period, the BMF shall immediately notify the Ministry of Finance and the Customs Department in writing, of the matter, and may request permission to:
  - Sell the vehicle to a member of the Federation who is eligible to benefit from the Duty Free Scheme;
  - Re-export the vehicle; or
  - Pay the duties/taxes due on the unexpired concessionary period.

- 4) An application under Section 41B for items 1 through 5 inclusive (2) i) will be deemed as an attempt to circumvent rule (a) and will be rejected.

### **c. Parts**

The spare parts falling under 41 (B) Paragraph (1) of the Customs Amendment will be categorized as capital items and consumables Items. Eligible members of the BMF may apply for duty free concessions for spare parts under the following terms and conditions.

- 1) All items under (2) excluding heading (6) will be classified as capital items and will be restricted as follows:
  - Items 1 through 5 one per year, upon satisfactory accounting for the disposal and reason for replacement.
  - Items 7 through 34 one every three years.
- 2) Item 6 Tyres specifically designated for racing competition purposes will be unlimited.
- 3) Items not listed specifically under (2) but are required for the maintenance of sporting vehicles should be restricted and categorized by component group as follows:
  - Engine Components, including pistons, rings, liners, rotors, crankshafts, connecting rods, valves and springs, clutches and flywheels designed specifically for or designated by manufacturer for racing purposes, carburetors, throttle bodies, turbo chargers, injectors, extractors. Restricted to one importation every three years, except for turbo chargers. Restricted to one importation per year.
  - Transmission Components, including gears, shafts, gearbox housings and axles designed specifically for or designated for racing purposes. Restricted to one importation, every two years.

Exceptions to these restrictions for use can be made on presentation of evidence, including graphic, that the components have been destroyed by accident in competition, or fire in storage.

### **d. Duty Free Period**

These rules and regulations apply for a period of 36 months from the date of importation.

### **e. Fee Structure**

The BMF fee structure is based on the same lines as the existing custom structure, where an accumulated fee is determined by the sum of the fees for each category to be imported.

The BMF categories and their fees are as follows:

1) Items used by Member Clubs for the Operation of the Sport	\$ 100.00
2) Safety equipment for an individual	\$ 50.00
3) Per Vehicle (rolling chassis with engine & drive train) Deposit *	\$ 5,000.00
4) For an engine, gearbox and transaxle	\$ 500.00
5) For each kart imported (with or Without engine)	\$ 250.00
6) For a kart engine	\$ 50.00
7) For each Motor vehicle tyre	\$ 20.00
8) For each kart tyre	\$ 5.00
9) For kart parts	\$ 25.00
10) All other eligible items	\$ 200.00

\*When the Customs ASYCUDA form is presented to Motorsport Services and the Customs value stated is less than BDS\$30,001.00, Motorsport Services, on behalf of the BMF, will return half of the deposit.

Fees will not multiply with the quantity of items in each category, just by the number of categories on each application with the exception of tyres, for which the fee will be based on the quantity of tyres imported.

### **Restrictions**

As the Duty Free System is under the purview of the BMF for the betterment of the future of motorsport in Barbados, we retain the right to deny any application that we feel will break the spirit of the agreement between the BMF and the Barbados Customs Department.

Applicants who attempt to or circumvent the BMF Duty Free regulations will lose their Competition licence, three years for the first offence and permanently for any additional offence. Any club who attempts to or circumvents the scheme will lose voting privileges for a period of three years on the first offence and be removed from the BMF for any additional offence.

## **13. Bond Scheme**

### **a) Description**

- 1) The scheme is for the exclusive development of motorsport and any abuse of the Bond Scheme or any resultant privileges will result in the loss of competition licence for three years in the first instance, thereafter permanent loss of the competition licence.
- 2) Failure to remedy any breach of the regulations within the stipulated time by the BMF will result in the immediate exportation of the vehicle at the expense of the original applicant.
- 3) There is a 3 step process to get approval for a vehicle to be held on the Bond Scheme:
  - (i) A member club of the BMF must make an application to the BMF stating a case for the particular vehicle to be held on the Bond Scheme and providing the documentation shown in Appendix B1. In general, it is expected that the vehicles will be of significance to the furtherance of the sport and that such vehicles would otherwise not be available for local competition.
  - (ii) The Vice-President - Sport as chief administrator of the BMF will review the application and verify the documents provided. Assuming that the Vice-President - Sport is satisfied that the vehicle meets the general purpose of the Bond Scheme then a recommendation for acceptance unto the scheme will be made to the Guarantors under the Bond Scheme.
  - (iii) The Guarantors, who ultimately are responsible for any liabilities under the scheme, shall have the final authority over the scheme. The Guarantors at their sole discretion shall determine if a vehicle may be entered upon the Bond Scheme.
- 4) The scheme is only applicable to competition vehicles (not karts) as described in Customs Tariff (Amendment) (No 2) Order, 2009.
- 5) The scheme is only applicable to member clubs who have achieved full member status and who are fully current with all obligations to the BMF.
- 6) The scheme has a maximum capacity value as stated in Appendix B1 and may be modified from time to time.

## Appendix B1

- 1) The maximum value of the Bond is BDS \$6.0 million.
- 2) The Guarantors are Mr. Andrew Mallalieu and Mr. Roger Hill
- 3) The Bond Issuer is Consumers Guarantee Insurance. (Note that the Guarantors may not be changed without the acceptance of the Bond Issuer.
- 4) For a vehicle to be eligible for the Bond it must be intended for the “temporary importation” to Barbados for the sole purpose of motorsport.
- 5) The maximum continuous time that any vehicle may be held on the Bond is 5 years, after which time the vehicle must be exported but may be reimported under a separate application.
- 6) The processing of all documentation and clearance of all items must be handled by the Customs Broker assigned by the BMF. This includes any inland transport required from the port of entry.
- 7) Upon importation to Barbados the documentation including title must be satisfactory to the BMF. Including in that documentation shall be (a) that the BMF is the Consignee and (b) that the beneficial owner executes an undated sale transfer to the BMF.
- 8) Both an initial fee and an annual renewal fee shall be charged by the BMF for access to the Bond Scheme. This fee is contingent upon successful entering of the vehicle upon the Bond. The fee schedule may change from time to time but is set based upon the contingent liability for import taxes and VAT should the Guarantee be called upon.

### b. Use and disposal guidelines under the Bond Scheme (vehicles)

- 1) Application to the Bond Facility under this scheme is **limited to one vehicle per applicant**, subject to an annual renewal process, for a maximum duration of five years. Vehicles can be exported during the 5 year period and re-imported. Part time use of the scheme (six months or less) will be permitted.
- 2) Vehicles that reach the five-year maximum can transfer to the Duty Free Scheme on the basis of meeting all of the relevant guidelines.
- 3) For vehicles under Section (1) (a) of Customs Tariff (Amendment) (No 2), such vehicle **must take part in a minimum of 5 competitions per year on the BMF annual calendar** of type Speed Event, Stage Rally, Rallycross or Circuit. Part Time use of the scheme must take part in a minimum of 3 competitions per year on the BMF annual calendar of type Speed Event, Stage Rally or Rally Cross.
- 4) Should the beneficial owner of a vehicle wish to sell the vehicle to an individual who intends to benefit from the Bond Scheme both the BMF and the guarantors of the Bond Facility must be notified. Items 3 ii and 3iii of section a description will apply to any sale within the bond facility.
- 5) Where an approved beneficiary under the Bond Scheme is in breach of the conditions set out in section 12) b. 2) or wishes to export the vehicle before the expiration of the concessionary period, the BMF shall immediately notify the Ministry of Finance and the Customs Department in writing, of the matter, and may request permission to:
  - Re-export the vehicle; or
  - Pay the duties/taxes due on the unexpired concessionary period as quantified by the Customs Department.

### c. Parts

The Scheme is not intended to facilitate the importation of parts other than those which come with the vehicle on its initial importation into Barbados.

**e. Fee Structure: Barbados Dollars (The fee includes all Stamp Duty charges. All broker & local port cost are not included in the fee structure and are cost to be paid by the competitor).**

The BMF fee structure is based on the portion of the Bond Value used. This is determined by the Duty Liability of the vehicle placed on the Bond. All fees are earned once invoiced.

Should a competitor replace one vehicle with another, an additional incremental fee will be charged where applicable based on the difference between the original fee and the replacement fee calculation. No refund will be issued for a vehicle with a lower calculated fee. Vehicles that are exported and re-imported will only be subject to the fee in the fee structure assuming the annual fee is maintained.

There shall be no refund for exiting from the scheme at any time.

The fee structure:

**Initial Fee – Year One**

- (1) A rate of \$2,000.00 (0.02%) per \$100,000.00 up to a maximum of \$400,000.00 of Bond Value – year one plus
- (2) A prorated fee will be applied to values exceeding \$400,000.00 at a rate of 0.007% – year one.
- (3) The minimum fee is \$4,000.00 – year one.

**Annual Fee – Year 2 to 5**

- (4) A fee of \$1,500.00 will be applied annually after year one and becomes due on the anniversary of the initial importation.

**Part Time Fee – Year One**

- (5) A rate of \$2,000.00 (0.02%) per \$100,000.00 up to a maximum of \$400,000.00 of Bond Value – year one plus
- (6) A prorated fee will be applied to values exceeding \$400,000.00 at a rate of 0.007% – year one.
- (7) The Maximum fee is \$6,000.00

**Part Time Fee – Year 2 to 5**

- (8) A fee of \$2,500.00 will be applied annually after year one and becomes due on the anniversary of the importation.

**Restrictions**

As the Duty-Free System is under the purview of the BMF for the betterment of the future of motorsport in Barbados, we retain the right to deny any application that we feel will break the spirit of the agreement between the BMF and the Barbados Customs Department.



#### **14) Incident involving injuries**

Any incident occurring during a BMF sanctioned event that results in an injury requiring medical treatment to a competitor, an official, a marshal, a spectator or any member of the public is covered by the regulation.

In the event that such an incident as defined above occurs the competition car(s) involved are to be impounded by the organizer and held under parc ferme conditions until released by the BMF Safety Officer for the event.

## APPENDIX A

### **Requirements for participation in a private test on a public road which has been temporarily closed to the public.**

The organizer(s) of the private test must:

- Give notice to the BMF at least 4 weeks in advance of the scheduled test
- Once approval has been received from the Ministry, and any other relevant authority, a public notice advertisement must be placed in the print media, informing the public of the road closure. This advertisement must state the route/road being used, duration of time and the who is responsible for this closure. The notice must be published at least 7 days prior to the road closure.
- Notices must be hand delivered to all the residents and businesses in the affected area as soon as permission has been received from the Ministry and at least a minimum of one (1) week before the closure.
- from the Ministry and at least a minimum of one (1) week before the closure.
- Notices to residents must be posted on utility poles in the area giving details to residents and persons traversing the area at least a minimum of one (1) week before the closure.
- Any BMF Licence holder who participates in any test that does not meet these criteria will face sanctions up to the revocation of the licence for a period of up to 12 months in the first instance and permanently for any repeat offender.
- If any member club has released stage venues for an upcoming event no competitive section of these roads may be used for test sessions within 3 months of the club's event.
- In keeping with the BMF's policy on the sustainability of motorsport, the venue chosen for the private test will be reviewed and should the BMF conclude that the Private Test in that location would be consider an overuse of the particular road then the test will not be sanctioned and all BMF licence holders advised of such.

The following are highly recommended further actions or cautions.

- It is recommended that any road being sought to have such an event should not be a road which is usually used for the purpose of motorsport by the clubs who currently use the public roads for their events. We wish to avoid "overusing" particular areas. In the interest of maintaining a sustainable and responsible approach to the sport, the member clubs that currently conduct motorsport events on public roads have an agreement to not collectively use a single venue more than three times during a calendar year.
- ly use a single venue more than three times during a calendar year.
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- It is recommended that the organisers of the private test have appropriate medical personnel present.
- As the hosting of such an event type is NOT on the BMF calendar of events participants are made aware that the BMF insurance scheme will not be in effect. Insurance to cover the vehicle, the participants, the marshals, and organizer, the public and all public property should be sought privately.