

Four-wheel Driving

Adventure Activity Standards (AAS)

For

**Commercial Owners and Operators, Volunteer
Organisations**

And

**Employees, Trip Leaders and Support Personnel
(Commercial or Non-commercial)**

- Written by the Outdoor Recreation Centre Inc.



- Supported by Victorian State Government



- Endorsed by Victoria's Outdoor Recreation
and Adventure Tourism Sectors



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DISCLAIMER



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Adventure activity standards-why have standards?

(PLEASE NOTE THAT THIS SECTION (UPTO & INCLUDING PAGE 5) WILL BE RE-WRITTEN AND IS INTENDED TO PROVIDE A SUMMARY OF CURRENT RESPONSABILITIES AND EXPECTATIONS.)

Adventure Activity Standards (AAS) are designed to provide a framework within which the risky nature of a recreational activity such as four-wheel driving can be conducted by you or your organisation, whether acting as commercial owners and operators, or as employees as well as acting as leaders and support personnel, commercial or not.

There is nothing new or mysterious about the application of the law to the conduct of any activity, which carries with it the possibility of injury, even serious injury in a number of forms. The ultimate question of fact is what must a reasonable person, in the position of the four-wheel drive operator, leader or support personnel do, by way of response to these risks of injury.

The AAS are an attempt to extract and define workable guidelines for the minimization of liability for both organisations and individuals as you are at risk for the high costs of personal injury or loss, which may be suffered by participants in recreational activities.

When assessing some effective mechanisms to clarify legal liability, it is helpful to bear in mind the background meaning applicable to each of the words- Adventure Activity Standards:

Adventure is a chance of danger or loss; risk; jeopardy; a hazardous enterprise or performance.

Activity is a specified pursuit, which a person partakes, and which may be an educational process or procedure intended to stimulate learning through actual experience.

Standards are commonly referred to as a degree or level of requirement, excellence, or attainment and can mean a requirement of moral conduct.

Therefore, in addressing your attempts to limit legal liability as either operators or as leaders and guides, it is important to note that there are two areas of the law, tort law and contract law that may apply in the areas of liability for injuries.

In the context of four-wheel driving for example, a situation might arise where those participating could find themselves on a track suited to more advanced drivers. Amongst the group, are persons who may have been lead to believe that a certain skill level was not necessarily required and/or enrolled to join a “group” mis-described as being for “beginners”.

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If, as a result of mishap or their inexperience, these “novice” participants were injured, it is arguable that a legal action to recover damages might be based as follows:

- In the law of contract, against the operator, if it can be demonstrated as part of the legal action that the operator incorrectly described the group as being for “beginners”; and
- In the law of negligence, possibly as part of a legal action against both the leader and guide as well as the operator in their position as the employer, because of a failure to adequately instruct.

Various decisions of the courts in the context of recreation and other similar pursuits have drawn attention to the fact that the law of negligence imposes a general duty to take care towards all members of the public. The fact that four-wheel drive participants are involved in a potentially dangerous activity does not involve an assumption that this person has understood all the risks and has consented to certain actions and outcomes when they participate.

The elements of a negligence action are:

- A duty requiring conformity to certain standards for the protection of others against unreasonable risks (a duty of care);
- Proof of failure to conform to the required standard of care;
- Proof of injury;
- Evidence that there was a proximate connection between the participants injury and what you as a operator or leader or guide have done; and
- Evidence that there was no intervening act or conduct on the part of the participants which might lessen the damages suffered.

To assist you there are a number of relevant principles of law to apply whenever you are organising, teaching, coaching or otherwise involved in these activities. All activity providers and individuals, whether as operators, employees as well as leaders and guides have a legal duty of care to take such measures as are reasonable in the circumstances to protect a person in their care from risks of injury that those operators, employees, leader or guide should have reasonably foreseen.

This duty of care is higher than that placed on you as an ordinary citizen.

Each activity provider, employee, leader or guide is obliged to protect all in their care from harm or to assist an injured participant, while the ordinary citizen may choose to do nothing in a similar situation.

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This duty of care has two vital elements:

- The first is to provide adequate supervision.

This requires that you protect participants from known hazards, but also protect them from those risks that could arise (that is, those that you as an operator, employee, leader or guide should reasonably have foreseen) against which preventative measures could be taken.

- The second is to provide safe and suitable equipment or shelter.

Exactly how this legal duty of care is imposed on you as operators, employees, leaders or guides varies according to particular circumstances i.e. a leader or guide is under a duty of care whenever they supervise, whilst the activity provider is similarly under a duty of care for example, whenever a supervision roster is drawn, as you must ensure it's implementation.

In these circumstances, in order to limit potential for legal liability and to minimize the risk of injury, your organisation for example, must implement risk and safety management processes which have identified foreseeable risk and put in place measures to control hazards. For the same reasons, all your employees, leaders or guides ought as a minimum, for example, to have completed appropriate first aid and activity specific training.

This is particularly so where the activity, such as four-wheel driving, may well be considered to be a specialized one. In these circumstances, given the context in which a participant will ultimately be seen as relying on the expertise of an operator, employee, leader or guide, this obligation to supervise will ensure an even higher duty of care operates because you will be considered as having a relationship of control.

Commercial operators and employment responsibilities

The Victorian Work Cover Authority stipulates certain considerations, which must be followed in the context of duty of care.

It is essential the following summary is used as a guide only and details of the legal relationship between employers and employees must be obtained from the Victorian Work Cover Authority.

All commercial operators must maintain so far as practicable, a working environment that is safe and without risk to health. In the context of a sporting activity, this obligation must include the provision and maintenance of safe systems for all participants and equipment, adequate information on potential safety issues, as well as ongoing instruction, training and supervision to all employees to enable them to plan and supervise in a safe manner.

Whilst an employee must take reasonable care for their own health and safety, they are also under a duty to protect others affected by his or her acts or omissions. Employees must also co-operate with any actions that their employer takes to comply with their health and safety responsibilities.

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Activity description.

Four-wheel driving is the navigation of unsealed roads and tracks requiring the use of a four-wheel drive vehicle. Whilst AAS strictly apply to any trip involving dependant participants commercial or not, It is important that the individual circumstances of each area, track section and obstacle be taken into account.

1 Planning

Before setting out, the planning section of the activity standards contains the documented administrative aspects of AAS. It is here you will find the requirements that must be completed before undertaking any activity plan.

1.1 Activity plan for four-wheel driving

Route selection is the most important consideration when creating an activity plan. Organisations and leaders must select track sections that meet the objectives of the trip. To do this, the following considerations are to be included.

- Leader/support personnel to participant ratio (see 2.6)
- Objectives of the trip (desired outcomes)
- Group size
- Group skill/experience level
- Track characteristics (technical difficulty and surrounding environment)
- Access and remoteness of area
- Weather conditions and environmental impacts
- Characteristics of the area (alpine, dessert, snow and insects)
- Duration of trip
- Suitability / availability of vehicles
- Foreseeable equipment requirements

When selecting the leader and support personnel for a four-wheel driving trip/tour it is essential to consider the following.

- The leader and support personnel have the required competency, skill and experience to conduct the trip and to satisfy the planned objectives.
- The selected trip leader must be familiar with the specific areas being visited.
- Four wheel driving and recovery competencies must be commensurate to the track characteristics.
- The ability of the leader to instruct and aid participants and cope with an incident / emergency.

A responsible non-participating person should be informed of the trip plan details, the agreed departure, return times and participant list to be made available to rescue services in the event of an emergency.

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1.2 Pre trip documentation

Documentation is often seen as a chore and not a minimum requirement. There are however, certain details which a leader and/or organisation must be aware of to maximise safety. The following is agreed to be the required documentation for a four-wheel driving trip.

- Emergency Strategy (including details set out below in 1.4)
- Participant's name
- Participant's emergency contact details
- Participant's medical conditions relevant to the specific activity plan (Asthma, Diabetes, Allergic reactions etc.) and how they should be dealt with (medication, pace of group etc.) (Note that leaders should confirm that participants have adequate medication if required considering any foreseeable incidents or delays)
- Participants should provide signatures to acknowledge inherent risks following a clear introductory briefing
- Participants under the age of 18 must have the signature of or be accompanied by a parent/guardian.

All documentation must be readily accessible to the leader in the event of an incident/emergency and all individual participants requirements must be appropriately accounted for throughout the trip.

1.3 Researching site-specific hazards

Trip leaders must conduct a risk assessment prior to any trip and consider foreseeable hazards and the potential impacts of these hazards and how they should be reasonably dealt with in planning the trip.

AAS recommend that this information be documented and made readily available within the organisation with significant changes (flood damage, fallen trees) to be reported to the land manager (where relevant).

Useful contacts for track and weather conditions are;

- The Parks Victoria Information Line Ph: 13 19 63
- The Parks Victoria Website www.parkweb.vic.gov.au
- The Bureau of Meteorology www.bom.gov.au/weather/vic/
- The Departments of Primary Industries, Sustainability & Environment Ph: 13 61 86
- The Departments of Primary Industries, Sustainability & Environment www.nre.vic.gov.au
- Four Wheel Drive Victoria Ph: +61 3 9857 5209
- Four Wheel Drive Victoria www.vafwdc.org.au
- Contacting the local pub, post office or store in the area you are going to.

1.4 Emergency strategy

Every emergency strategy must be written to manage incidents and minimise their escalation.

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Trip leaders and an appropriate external contact, either within each organisation or otherwise, must be fully aware of the emergency strategy and a summary must be provided as a component of the preliminary group briefing.

A copy of the documented emergency strategy must be carried on the trip and a copy must be kept with the relevant external contact.

The emergency strategy for a four-wheel drive trip must be specific to each area and must contain

- Access and egress routes (tracks, trails with approximate distances)
- Refuge points and helipads where appropriate
- Contact details for key organisations (for example land manager, emergency services and how they are best contacted. These may be available from the parks being visited)
- Planned start and finish time of the trip.
- Communication details for the area being visited. It is important to be aware of areas where particular communication will not work (mobile phones for example) so a plan for communication must be included and may indicate the requirement for satellite phones etc.

1.5 Restrictions to participation

Operational restrictions to a four-wheel drive trip include weather, equipment, track condition vehicle condition and restrictions dictated by land manager and environmental factors (flood, drought, fire)

Individual restrictions to a four-wheel drive trip should apply to

- Participants deemed to be under the influence of alcohol or drugs, including prescription drugs which may affect performance.
- Participants who are unable or unwilling to follow instructions.
- Participants with un-road worthy vehicles.
- Participants with un-suitable vehicles for the planned tracks.
- Participants with ill-prepared vehicles for the planned trip (tyres, load, equipment)

2 Responsibility of the trip leader / support personnel

This section includes all aspects of the activity plan that involve both the trip leader and the support personnel. This section covers the specific competency required for various difficulty levels and covers basic requirements of leading, supporting and driving.

2.1 Competencies

In the absence of a single established and recognised national training qualification for all four-wheel drive activity providers, you must be confident of having satisfied a comprehensive process of skill acquisition which must be at least equivalent to that described by the following selected units from the Australian National Training Authority (ANTA).

The driver skills indicated below are generally included in (equivalent to) equivalent to most available accredited four-wheel drive training courses.

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Generic		
<p>These units relate to generic competency (soft skills) expected of any individual in a position of Leadership or Management in the outdoors.</p>	<p>Leadership & Management Skills Respond to emergency situations Provide First Aid Facilitate a group Deal with conflict Undertake risk analysis of activities Apply sport and recreation law Follow defined Occupational Health and Safety policy and procedures</p> <p>Outdoor Recreation Skills Operate communication systems and equipment Plan outdoor recreation activities Guide outdoor recreation sessions Navigate in tracked or easy untracked areas Plan for minimal environmental impact Interpret weather conditions in the field Use and maintain a temporary or overnight site</p>	<p>Code SRXEMR001A SRXFAD001A SRXGRO001A SRXGRO002A SRXRIK001A SRXINU002A SRXOHS001B</p> <p>PUAOPE002A SROODR002A SROODR005A SRONAV001B SROOPS002B SROOPS004B SROOPS006B</p>
Four-wheel Drive Leader		
<p>The following areas of competence relate specifically to the expected competency of a guide on a four-wheel driving trip.</p> <p>As a pre-requisite for any four-wheel driving in Victoria, any driver must possess a current driver's licence appropriate to the vehicle being driven.</p>	<p>Drive and recover a four-wheel drive vehicle Guide 4WD tours Drive a 4WD vehicle in difficult terrain using advanced technique Co-ordinate recovery of a 4WD vehicle using advanced techniques Vehicle Inspection</p>	<p>SRODRV001B SRODRV004A SRODRV002B</p> <p>SRODRV003B</p> <p>TDT B4 97</p>

Details of these units can be accessed free by logging on to the ANTA, National Training Information Service (NTIS) website at www.ntis.gov.au. When using the website follow these steps to locate the unit you are interested in.

- 1/ On the opening page Simply select 'Training Packages',
- 2/ On the Training Packages Page: Scroll down to the 'National ITAB' drop down listing. Select the down arrow to display ITABs and select "Sport and Recreation Training Australia Limit", select search. (This will display four "Training Package Names")
- 3/ Select "National Outdoor Recreation Industry" (SRO99)
- 4/ On the left of the new page select "Units of Competency"
- 5/ The page which opens will have a complete listing of unit codes and unit titles. Simply find (easiest by unit code) and select the unit title you wish to view in detail to view the key aspects of the unit (elements), details for each aspect (Performance criteria) and other information relevant to the assessment of the unit by a recognised training organisation (RTO) such as the "Range of Variables" and "Evidence Guide".

(Please note that some units contain pre and co requisite units which are displayed in "(2) **Interdependent assessment of units**" in the **Evidence Guide**. These units are an essential component of the unit you are viewing.

Sport and Recreation Training Australia (SRTA) currently manage, on behalf of the Australian National Training Authority (ANTA), the National Outdoor Recreation Industry Training Package.

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This package has been developed through national consultation and aims to develop realistic work practices and skills in a structured and relevant manner.

The above units are components of the national training courses which encompass the specification of knowledge areas and skills relevant to the outdoor recreation industry and the application of that knowledge and skill to a standard of performance required in the workplace.

AAS do not focus on all aspects covered by the national training framework (administration, coaching) and relate only to those which represent the specific competency and skills deemed reasonable for a four-wheel driving guide or trip leader.

A statement of attainment for these units is not compulsory. However the inclusion of this section is intended to provide a suitable benchmark to introduce individual accountability in line with the National Outdoor Leaders Registration Scheme (NOLRS) being managed by the Queensland Outdoor Recreation Federation. Details can be viewed at www.qorf.org.au.

The NOLRS project is also compiling information relevant to registration and re-registration as a leader/guide and can be contacted to acquire relevant information.

2.2 First aid

At least one responsible adult on a four-wheel drive trip must hold an approved level 2 first aid certificate. AAS recommend that at least one adult should hold a current remote first aid certificate on any trip which is, at any point, estimated to be more than 2 hours from emergency medical attention. (It is worth noting that ambulances do not travel off good gravel roads so 2 hours from emergency attention could for example be 5 min up a rough track just an hour from the CBD.)

On any four-wheel drive trip, there must be at least one accessible first aid kit which should be at least commensurate to the level of first aid qualification on the trip (a level 2 first aid certificate holder should have a corresponding first aid kit)

2.3 Specific responsibilities of the trip leader

The following are the responsibilities of a trip leader. Individual tasks may be delegated but the responsibility remains with the trip leader.

Whenever commencing any trip, it is the trip leaders responsibility to ensure that the level of knowledge, ability, skill and equipment of each participant is appropriate for the level of difficulty and complexity of the trip and to receive acknowledgement from all participants that he/she (as the trip leader) has the role of leading the group.

- Research and plan for likely hazards.
- Ensure that minimal environmental impact message is conveyed and adhered to.
- Assess driving experience/capabilities within group are appropriate for the planned conditions.
- Ensure a full brief is clearly carried out and understood by all support personnel and participants. (See 2.5)

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- Check weather reports prior to trip and every day on a multi day trip.
- Ensure that all vehicles and equipment are prepared, maintained and loaded in an appropriate manner for the trip.
- Confirm head count before, during and immediately following the trip.
- Maintain awareness of the physical and psychological condition of the group and respond appropriately.
- Control the pace of the group and rest group if necessary.
- Ensure, to the best of your ability, that all participants avoid situations beyond their known capabilities.
- Appropriately designate responsibility to support personnel (tail end Charlie).
- Notify appropriate persons of safe completion.
- Ensure that the objectives of the trip are satisfied with appropriate consideration for safety.
- Ensure that any incidents are documented and reported to the appropriate authorities.

2.4 Support personnel

All persons acting as support personnel must support and assist the trip leader according to the trip plan and manage any incident or emergency according to the emergency strategy if the trip leader becomes injured or incapacitated. (See 2.6 and 2.7).

The last vehicle in the convoy, “tail end Charlie”, has the responsibility for keeping the trip leader informed of the progress or delays of the group and for ensuring that gates are left open or closed as found by lead driver.

2.5 Communication and authority

As for all outdoor activities involving group participation, all participants and trip leaders must use an agreed and understood system of communication. It is essential that this system be devised before the trip and agreed as a component of the pre trip briefing.

Every communication system requires a clear full briefing. This may be delivered differently according to organisational preference and, where relevant, the length and complexity of a trip but must include and is not limited to each and every element of the following.

- Introduction of trip leader, support personnel roles and responsibilities.
- Strategies for environmental conservation including Flora, Fauna and rubbish removal (See section 4, Environment and conduct).
- The nature of the activity, inherent risks, emergency strategy, group conduct and communication requirements
- Equipment, clothing, supplies and fuel requirements required for the trip
- Confirm participants have understood the brief (acceptance of risk)
- Confirm that all participants in control of a vehicle have the appropriate competence (current driver’s licence appropriate to the vehicle they are driving)
- Confirm that all participants in control of a vehicle are free of the effects of alcohol/drugs

2.6 Ratios of trip leader to participating vehicles

Obvious variables will affect this ratio. These include the environmental variables and the group variables (experience, competence, fitness). There are clearly situations where your judgement will dictate a requirement that there be a smaller number of vehicles per leader/guide. Land managers may also suggest a ratio that differs from AAS and where these are within AAS they must be regarded as minimum standards.

There must always be one competent trip leader to nine vehicles on any four-wheel drive trip, a ratio of 1:9.

It is recommended that support personnel have the required skills and experience to follow the emergency strategy in the event of an accident/incident involving the trip leader.

2.7 Group Size

For the safety of both the group and the environment, the maximum group size for a four-wheel drive trip is 10 vehicles.

Any group of greater than 10 (vehicles) must be split and each resulting group must independently adhere to AAS.

AAS recommend that no more than 30 participants are included on four-wheel drive trips. This is primarily an environmental issue so if a group of greater than 30 individuals is deemed to be reasonable, then extra consideration must be given to minimise the environmental impact of the group at rest areas, camping grounds and during any vehicle recoveries. Trip plans should account for these extra considerations.

3 Equipment

Equipment requirements vary with the objectives of the trip plan and the environmental conditions likely to be endured. When planning equipment requirements for a four-wheel drive trip it is important to plan ahead as much as possible for all eventualities taking into account the appropriate access information and forecast weather conditions.

3.1 Equipment relating to the participants vehicle.

The following equipment is the minimum requirement for any vehicle on a four-wheel driving trip and is the minimum considered reasonable to minimise the occurrence of; and appropriately deal with incidents, maintenance and servicing that may be required during the journey.

- Vehicles must be selected for their suitability to the planned conditions and those conditions that are reasonable to assume may occur during the trip.
- Vehicles must be in a roadworthy condition and must be registered.
- It is recommended that off road recovery points are mounted to the front and rear of each vehicle.
- Each vehicles must also carry minimum recovery gear
 - A dynamic recovery strap
 - Two rated bow shackles (minimum 3 tonne rating)
 - One Axe or handsaw (pruning and or a bow)

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- One shovel
- Spare parts appropriate to the nature of the planned trip (duration, remoteness, track complexity)
- A tool kit suitable for the vehicle and the planned trip. (It is essential to note that the basic tool kit supplied with a vehicle may not be suitable in a remote scenario)
- Each vehicle must also carry the following
 - A fire extinguisher accessible to the driver
 - Sufficient fuel for the trip and foreseeable delays/detours
 - Vehicle manual
 - A tyre pressure gauge

These do not represent an exhaustive list and additional consideration should be given on every trip. Driver training is advised to fully explain additional, more complex provisions.

3.2 Equipment relating to the participants.

The following equipment requirements apply to all participants.

- Participants must have appropriate clothing for the duration and objectives of the trip.
- Extra food, water and sleeping equipment.

3.3 Equipment used by the trip leader for this activity.

The trip leader on a four-wheel drive trip must have all equipment as stated in 3.1 and 3.2 and also has responsibility for the easy access to and correct use of.

- The primary communication system for the group
- The primary first aid kit
- The primary navigation equipment

3.4 Equipment condition, maintenance and storage.

Due to the workload expected of a four-wheel drive vehicle, it is vital that frequent servicing and maintenance are undertaken, as components such as brakes, steering and fitted accessories must operate optimally.

It is strongly recommended that servicing and maintenance be current and carried out at a commercial service centre or by a competent person and the importance of on going maintenance should not be forgotten whilst on any trip.

All equipment stored in or on the vehicles must be secured appropriately and all vehicles should be cleaned before and after each trip and between eco-sensitive areas.

AAS consider it essential that where appropriate (requirements for business or organisational record keeping) a log of all equipment use and maintenance be kept current.

4- Environment and conduct

Four-wheel driving is a great way to enjoy the tremendous variety of outdoor experiences offered by Victorian and Australian parks, forests and other reserves. The following represent acceptable conduct for the long-term sustainability of both the activity and the environment.

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1. Support four-wheel drive touring as a responsible and legitimate family recreational activity, enjoy your recreation and respect the rights of others.
2. Obey the laws and regulations for recreational vehicles which apply to public land.
3. Always utilise recognised vehicle tracks and where possible, rest locations. If this is not possible (around camping grounds) access should occur only at locations with a robust surface on which the vehicles will have minimal impact.
4. Always seek permission before driving on private land, never disturb livestock or watering points and leave gates as found.
5. By law, all plants, animals, historical and archaeological sites and geographic features are protected so disturbing any of these is illegal and must be avoided.
 - a. Tying to trees or other vegetation should always be avoided (camping, vehicle recovery). If this is not possible, tree trunk protectors' and extreme care must be taken to eliminate damage from rope movement.
 - b. Track erosion should always be minimised and care must be taken when there is potential for excessive wear and tear (wet areas, steep climbs and descents and setting up recoveries.)
 - c. Always adopt minimal impact driving practices and camping practices.
6. Always keep your vehicle mechanically sound and keep your vehicle, camping and personal equipment clean of soil to reduce emissions and the spread of pest plant species, transporting seeds or soil-borne pathogens such as Phytophthora.
7. No fire may be lit on a day of Total Fire Ban. Total Fire Bans may be implemented regionally so be sure to check daily and be aware of fire regions that cover the route. Contact your local fire authority or local land manager for details regarding your legal responsibility.
8. Where fires are permitted:
 - a. Fires should only be lit in a properly constructed fireplace or pit maximum 30 cm deep and 1 metre wide.
 - b. All flammable material should be cleared within a 3-metre area.
 - c. Do not leave fires unattended.
 - d. Fires must be completely extinguished with water before leaving the campsite and pits must be backfilled. "safe to touch, safe to leave"
 - e. Persons are encouraged to use alternative fuel stoves whenever possible.
9. All campsites must be located at least 20 metres from any waterway.
10. Faecal matter must be buried at least 100 metres from any waterway, 150 mm deep (6 inches) and should be carried out from any water supply catchment area.
11. Carry out all rubbish, including foodstuffs as they may harm native wildlife.
12. Always use biodegradable soaps and detergents. Dispose of washing water at least 100 metres from any waterway.

5- Definition of terms used

Organisation - A group of persons organized for a particular purpose and assuming the role of providing a four-wheel driving activity (Activity Provider) being commercial (for profit) non-commercial (not for profit / community) or recreational group.

Participant – A person whose welfare is the responsibility of a guide or trip leader or instructor. (NOLRS "Client")

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Support personnel – A person or persons who is allocated responsibility within a group of participants on a four-wheel drive activity with the intention to assist in offering the experience of the activity and satisfying the objectives of the trip. (Commercial or not)

Trip leader – A competent person who assumes the responsibility of the group and co-ordinates the entire group “including the support personnel” to satisfy the objectives of the trip. (Commercial or not)

Urban - Urban trips are defined in AAS as any trip which is at no point any more than 2 hours from emergency medical attention.

Remote - Remote trips are defined in AAS as any trip which is at any point more than 2 hours from emergency medical attention.

Emergency Medical Attention – Definitive medical attention being that of a medically qualified person (paramedic, doctor). This may be getting definitive medical attention to the injured participant/s or by getting the injured participant/s to definitive medical attention.

Summary of abbreviations.

AAS	–	Adventure Activity Standards
ORC	–	Outdoor Recreation Centre Inc. Victoria
ANTA	–	Australian National Training Authority
NTIS	–	National Training Information Service
ITAB	–	Industry Training Advisory Board
SRTA	–	Sport and Recreation Training Australia
NOLRS	–	National Outdoor Leaders Registration Scheme
QORF	–	Queensland Outdoor Recreation Federation
CBD	–	Central Business District

6- Further information

AAS encourage all operators, owners, leaders, support personnel and participants to

- Undertake appropriate leadership and 4WD training.
- Obtain relevant information from map shops, camping stores, 4WD professionals, DS&E, Parks Victoria, 4WD Associations and clubs.

Numerous books and magazines are available on current 4WD issues.

The Outdoor Recreation Centre Victoria Inc. would like to acknowledge the following background reading included in the planning of this document.

1. The Victorian State Government existing standards, guidelines and codes of practice.
2. Ross Cloutier – “Legal Liability and Risk Management in Adventure Tourism”
3. ANFWDC nationally accredited 4WD Training. ‘Trainee guide’
4. Sport and Recreation Training Australia – “National Outdoor Recreation Industry Training Package”



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