

APPENDICES

APPENDIX A1

INFORMATION ON THE USE OF THE SSC LOGO

The Actual SSC Logo was approved by the 101st Annual General Meeting and modified by the Board of Directors' meeting on November 11, 1995.

The crest is now available for use and the following guidelines are directed to all branches and clubs on its current use:

1. SSC has full rights for the production of the crest, badges and other mementos using this design, however;
 - a. Provincial/Territorial branches and affiliated clubs may if they wish use the SSC Logo on their letterheads, envelopes and speed skating programs by first advising the Director General of the SSC on their intention.
 - b. Only the authorized SSC logo will be used in this instance and reproduction proofs will be supplied by the Director General.
 - c. The logo will not be altered in any shape of form and will be as represented hereunder.



APPENDIX A2

SCHEDULE OF FEES

Ordinary Membership Registration Fees

(Approved 117th, 118th, 121st, 123rd, 124th, 125th AGM)

Categories	Fees		
	2012-13	2013-14	2014-15
Elite	\$30.00	\$40.00	\$50.00
Competitive	\$25.00	\$30.00	\$35.00
Participant	\$5.00	\$10.00	\$15.00
Associate	\$5.00	\$5.00	\$5.00
Introductory	\$5.00	\$5.00	\$5.00
Special Event	\$0.00	\$0.00	\$0.00

Special Event Registration Fees

Skater:	\$2.00
Associates:	\$2.00

Independent Member Registration Fees

Associate:	\$5.00
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Branch Affiliation Fees

First 3 years		\$150.00
Thereafter	Branch with 0 to 499 members	\$150.00
	Branch with 500 to 999 members	\$200.00
	Branch with 1000 or more members	\$250.00

SSC Championship Entry Fees

Canada East/West – Short Track & Long Track	\$75.00
North American Championships	\$25.00
Canadian Short Track Championships (JR & SR)	\$100.00
Canadian Long Track Championships (JR & SR)	\$75.00

SSC Selection Event Entry Fees

Short Track	\$100.00
Long Track	\$75.00

Revised August 1, 2002
Revised August 2, 2005
Revised August, 2008
Revised July 3, 2010
Revised June 18, 2011
Revised June 29, 2012

APENDIX A3

AGM HOSTING SCHEDULE

		YEAR
AGM 126	Ottawa, ON	2013

Note:

APPENDIX B1

ALLIANCE BETWEEN UNITED STATES SPEEDSKATING AND SPEED SKATING CANADA

It is hereby mutually agreed that the Articles of Alliance between the undersigned, dated December 8, 1927 and amended January 4, 1930, May 14, 1973, March 22, 1986, May 18, 1997, May 20, 2000 and April 26, 2003, be, and the same hereby are amended so to read as follows:

- 1) US Speedskating recognizes Speed Skating Canada as the sole national sanctioning organization for speed skating in Canada.
- 2) Speed Skating Canada recognizes US Speedskating as having sole control over mass style speed skating in the United States of America.
- 3) Each party to this alliance shall respect and enforce all penalties, suspensions and disqualifications imposed by the other party within its jurisdiction.
- 4) All skating competitions or exhibitions, open or closed, held in either Canada or the United States, shall be held under the rules and sanction of the party hereto, in whose territory same are held.
- 5) Registered amateur skaters from either party hereto shall be accepted by the other and be eligible to compete in such sanctioned events held by either as may be open to them. When required, the skater must present a proof of membership from his governing body.
- 6) A North American Short Track, North American Long Track and Marathon Speed Skating Championship meet shall be held, if possible, every year, under the joint sanction of the parties hereto, to determine the best skaters in North America. They shall alternate yearly between the two countries, unless arranged otherwise to the satisfaction of both parties.
- 7) Sanction fees for the Speed Skating Championships, shall be determined by the hosting party; all payable in advance, said sanction fee shall be paid to the party hereto in which country said championships are held and entry fees shall also be paid to host organizing committee or country organization in which it is held, in the currency of the host country.
- 8) The officials for said championship meets shall be selected and approved by the party hereto in whose country said championships are held. An assistant Referee and an assistant Starter shall be sent to Long Track and Short Track championship meets by the other party with one of these or some other person able to assist in seeding and heating. The latter should be enforced. An assistant Referee shall be sent to Marathon championship meets by the other party.
- 9) The medals provided for the North American Speed Skating Short Track and Long Track Championships shall be struck from the die of the official championship medal, and shall have suitable inscription thereon, indicating that said medals are North American Championship Medals. Championship medallions shall be provided for each official class champion. This medallion shall be struck from the official North American die.
- 10) The termination of these Articles of Alliance must be ratified by the governing bodies of the parties hereto at two consecutive Annual Meetings of each before final termination is accepted.

IN WITNESS WHEREOF, the parties have executed this agreement under authority of their respective Boards of Directors/Control or supervision.

April, 2003
Anaheim, California
June 2003
Prince Edward Island, Canada

UNITED STATES SPEEDSKATING

President Executive Secretary

SPEED SKATING CANADA

President Director General

APPENDIX B2

SSC HOSTING POLICY ON WORLD CHAMPIONSHIPS

A Guide to SSC and Branch responsibilities in hosting ISU Championships.

I | Basic Principles

1. SSC is the ISU member, which holds the Championship. The organisation of the Championship is delegated by the SSC Board to a Branch or an Organizing Committee.
2. SSC retains responsibility over international relations, communication with the ISU, approval of Referees, Starters and meet co-ordinators, TV rights and sponsorship negotiations, financial and technical supervision.

A proper Event Hosting Agreement will be struck between the Organizers and SSC.

This responsibility may be assumed by a Committee jointly nominated by the hosting Branch and SSC. All decisions taken by the Committee will be valid if at least one SSC representative and one Branch representative is present and approves of such decisions.

3. All ISU and SSC regulations concerning the holding of ISU Championships must be observed.

II | Administration

1. T.V. Broadcasting

- a) Arrangements for TV broadcasting of the Championship is the sole responsibility of SSC and the television authorities concerned.
- b) Such arrangements made are subject to the approval of the Organising Committee.
- c) SSC may delegate the actual negotiations to the Organising Committee, as its agent, but shall retain the right of final approval of the arrangements.

2. Financial

In respect to finances for the Championships, SSC's objective is to ensure proper management and adequate safeguards against loss.

a) Accounting

- i) Preliminary budget - submitted for approval to SSC one year before the Championships are held.
- ii) Final budget - submitted for approval to SSC four - six weeks prior to the event.
- iii) Preliminary financial statement - including a complete breakdown of expenditures - will be sent to SSC within sixty (60) days of holding the Championship and every ninety (90) days thereafter.
- iv) Audited financial statements to be submitted as soon as possible, but not later than twelve (12) months after the holding of the event.

III | Technical

In respect to technical supervision, SSC wishes to ensure that the competition is of the highest quality possible in the area of facilities, equipment and organisation.

IV | Protocol

1. The proper courtesy and hospitality must be extended to the official delegate of the ISU; other officials from the ISU and visiting officials from foreign countries.
2. The SSC President or the official SSC representative to the Championships must be given a proper place in the activities surrounding the Championship.
3. Invitations and suitable recognition must be given to Federal, Provincial and local delegates.

APPENDIX C1

TRACK DIAGRAMS - LONG TRACK

Speed Skating Canada's Track Diagrams are maintained in electronic format on SSC's website at: <http://www.speedskating.ca/rules-and-laws-red-book>. If you would like a printed copy mailed to you, please contact the Speed Skating Canada Head Office.

The following long track diagrams are available for download :

- Appendix C1-1: 400m Olympic Style Oval
- Appendix C1-2: 333.33m Olympic Style Oval
- Appendix C1-3: 387.36m Mass Start Oval
- Appendix C1-4: 333.33m Mass Start Oval
- Appendix C1-5: 400m Mass Start Oval

APPENDIX C2

TRACK DIAGRAMS FOR 30MX60M ICE SURFACES

Speed Skating Canada's Track Diagrams are maintained in electronic format on SSC's website at: <http://www.speedskating.ca/rules-and-laws-red-book>. If you would like a printed copy mailed to you, please contact the Speed Skating Canada Head Office.

The following short track diagrams for 30mx60m ice surfaces are available for download:

- Appendix C2-1: 111.12m Track with 5 Racing Tracks
- Appendix C2-2: 111.12m Track and 100m Oval (3 Racing Tracks for Each)
- Appendix C2-3: 100m Track with 5 Racing Tracks

APPENDIX C3

TRACK DIAGRAMS FOR ICE SURFACES 26MX60M AND SMALLER

Speed Skating Canada's Track Diagrams are maintained in electronic format on SSC's website at: <http://www.speedskating.ca/rules-and-laws-red-book>. If you would like a printed copy mailed to you, please contact the Speed Skating Canada Head Office.

The following short track diagrams for ice surfaces 26m x 60m and smaller are available for download:

- Appendix C3-1: 26m x 60m - 100m Track (5 Tracks)
- Appendix C3-2: 26m x 60m - 111.12m Track & 100m Track
- Appendix C3-2: 26m x 60m - 111.12m Track & 100m Track with 85m & 60m Training Tracks
- Appendix C3-4: 26m x 56m - 100m Racing Track with 85m & 60m Training Tracks
- Appendix C3-5: 26m x 60m - 111.12m Track (5 Tracks)

APPENDIX D1

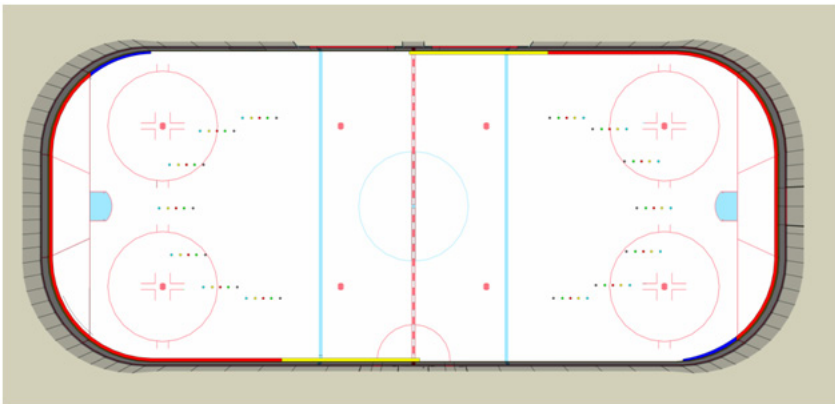
LEVEL 1 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR COMPETITION (KEF <.30)

Level 1 Crash Protection is the minimum standard of crash protection for holding a sanctioned short track speed skating competition where KEF values are below 0.30 and with all pads respecting the characteristics defined in the Crash Protection Specifications & Guidelines.

Placement of Crash Protection:

Crash protection is required in the Red, Yellow and Blue Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads, and must be attached to the boards. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone and finally iii) in the Blue Zone. For more information, see Level 2 Short Track Crash Protection Requirements for Competition. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 15cm (6 inches).

APPENDIX D2

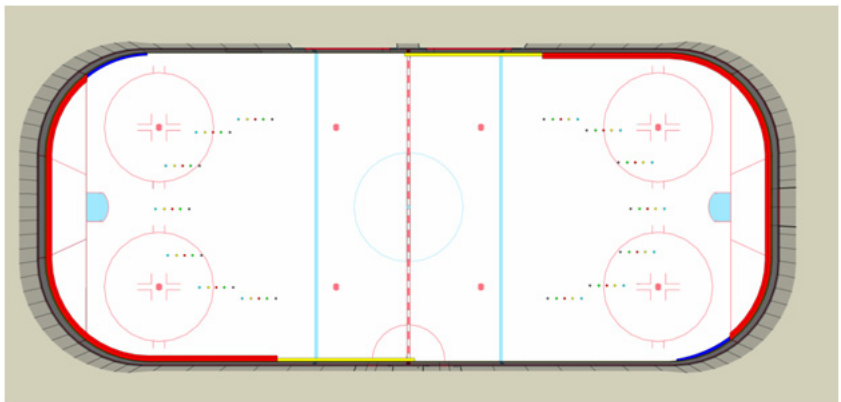
LEVEL 2 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR COMPETITION (KEF 0.30 TO <.60)

Placement of Crash Protection:

Crash protection is required in the Red, Yellow and Blue Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads, and must be attached to the boards. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone and finally iii) in the Blue Zone. For more information, see Level 3 Short Track Crash Protection Requirements for Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of two layers (2) layers of pads achieving a minimum thickness of 45.5cm (18 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 25cm (10 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).

APPENDIX D3

LEVEL 3 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR COMPETITION (KEF .60 TO <.90)

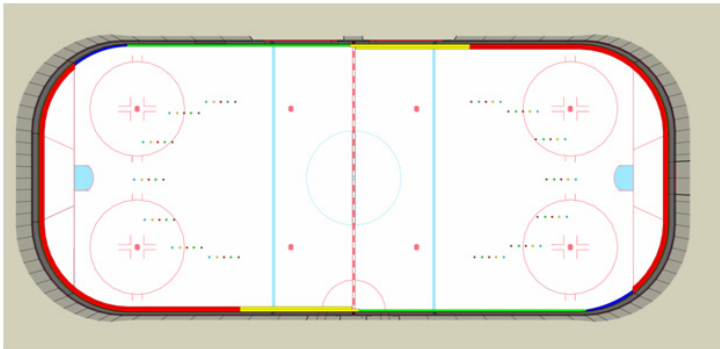
Skaters requiring level 4 crash protection should compete on rinks which are no shorter than 59.4m (195 feet) long and no narrower than 26m (85 feet) wide.

Placement of Crash Protection

Crash protection is required in the Red, Yellow, Blue and Green Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads, and must be attached to the boards. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone and finally iii) in the Blue Zone. For more information, see Level 4 Short Track Crash Protection Requirements for Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 56cm (22 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 35cm (14 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 30.5cm (12 inches).
Green Zone	Boards in the Green Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 15cm (6 inches).

APPENDIX D4

LEVEL 4 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR COMPETITION (KEF .90 TO <1.15)

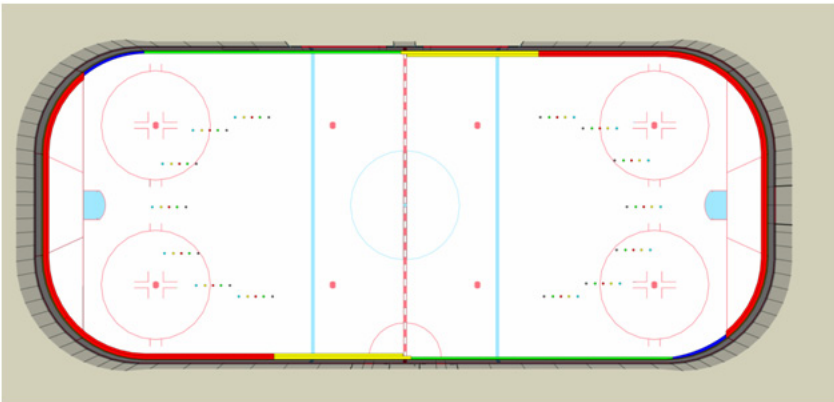
Level 4 crash protection is the highest minimum standard of crash protection available for boarded rinks. Skaters requiring level 4 crash protection should compete on rinks which are no shorter than 59.4m (195 feet) long and no narrower than 28m (92 feet) wide.

Placement of Crash Protection

Crash protection is required in the Red, Yellow, Blue and Green Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads, and must be attached to the boards. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone, iii) in the Blue Zone, and finally iv) in the Green Zone.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of three (3) layers of pads achieving a minimum thickness of 70cm (28 inches) with the final pad in the zone being tapered to the thickness of the Yellow Zone padding.
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 40.5cm (16 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 30.5cm (12 inches).
Green Zone	Boards in the Green Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).

APPENDIX D5

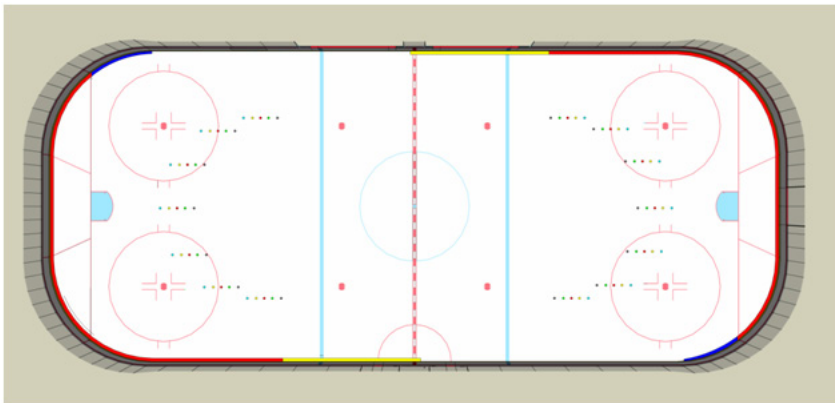
LEVEL 1 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING (KEF <.30)

Level 1 Crash Protection is the minimum standard of crash protection for regular speed skating training where KEF values are below 0.30 and with all pads respecting the characteristics defined in the Crash Protection Specifications & Guidelines.

Placement of Crash Protection

Crash protection is required in the Red and Yellow Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Blue Zone and finally iii) in the Yellow Zone. For more information, see Level 2 Short Track Crash Protection Requirements for Training. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).

APPENDIX D6

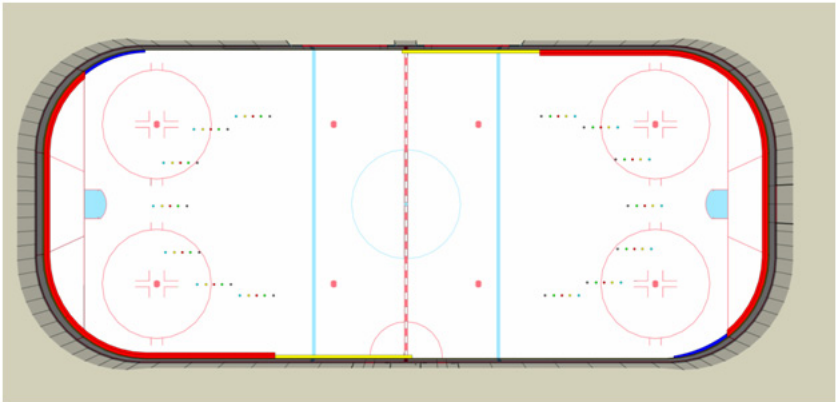
LEVEL 2 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING (KEF .30 TO <0.60)

Placement of Crash Protection

Crash protection is required in the Red, Yellow and Blue Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone and finally iii) in the Blue Zone. For more information, see Level 3 Short Track Crash Protection Requirements for Training.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of two layers (2) layers of pads achieving a minimum thickness of 40.5cm (16 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of one (1) layer of pads achieving a minimum thickness of 20cm (8 inches).

APPENDIX D7

LEVEL 3 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING (KEF .60 TO <0.90)

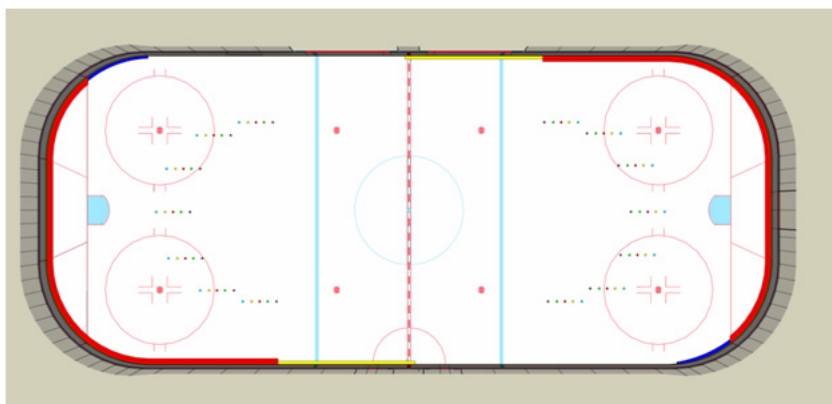
Skaters requiring Level 3 crash protection should train on rinks which are no shorter than 59.4m (195 feet) long.

Placement of Crash Protection

Crash protection is required in the Red, Yellow and Blue Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone and finally iii) in the Blue Zone. For more information, see Level 4 Short Track Crash Protection Requirements for Training.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of three layers (3) layers of pads achieving a minimum thickness of 50.5cm (20 inches).
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 30.5cm (12 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 25cm (10 inches).

APPENDIX D8

LEVEL 4 SHORT TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING (KEF .90 TO <1.15)

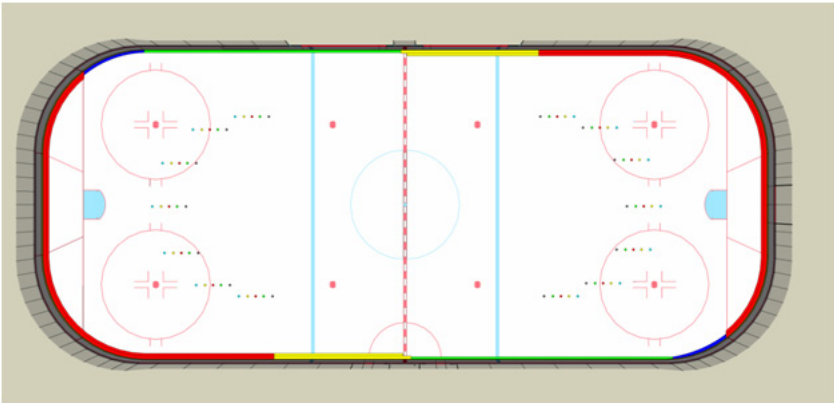
Level 4 crash protection is the highest minimum standard of crash protection available for boarded rinks. It is recommended that skaters requiring Level 4 or Level 5 protection should train on rinks which are no shorter than 59.4m (195 feet) long and no narrower than 28m (92 feet) wide.

Placement of Crash Protection

Crash protection is required in the Red, Yellow, and Blue Zones. Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice.

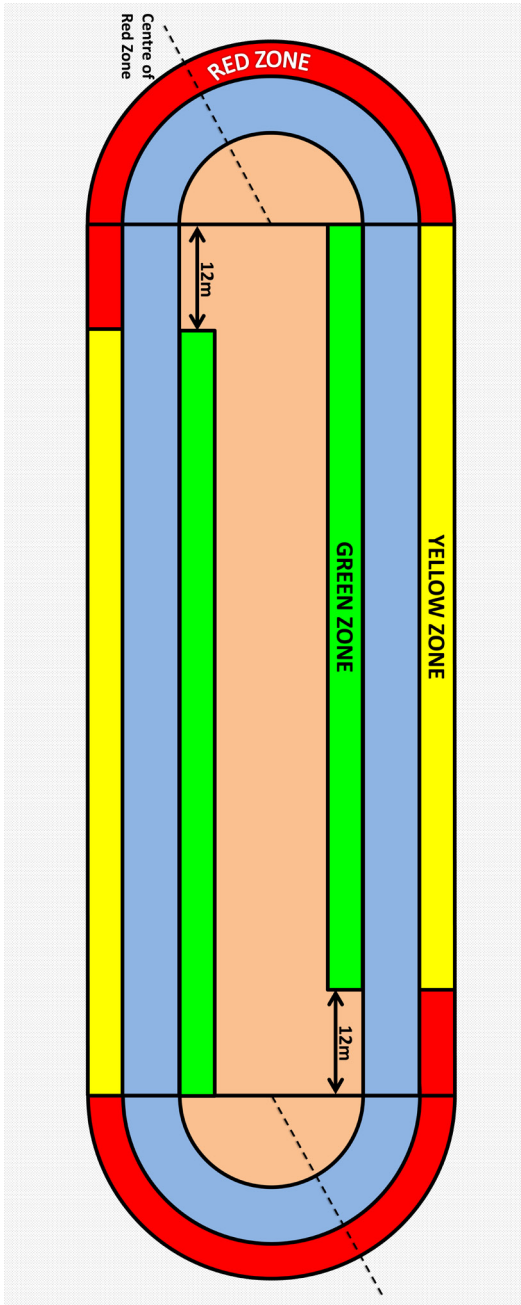
Should additional, or thicker padding be available it should be placed in priority at i) the end of the Red Zone nearest to the Yellow Zone, working back towards the Blue Zone, ii) in the Yellow Zone, iii) in the Blue Zone, and finally iv) in the Green Zone.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/short-track-crash-protection>)



Thickness of Crash Protection	
Red Zone	Boards in the Red Zone must be covered with a maximum of three (3) layers of pads achieving a minimum thickness of 61cm (24 inches) with the final pad in the zone being tapered to the thickness of the Yellow Zone padding.
Yellow Zone	Boards in the Yellow Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 40.5cm (16 inches).
Blue Zone	Boards in the Blue Zone must be covered with a maximum of two (2) layers of pads achieving a minimum thickness of 30.5cm (12 inches).

FIGURE 1: LONG TRACK CRASH PROTECTION
PLEASE USE THE FOLLOWING DIAGRAM AS REFERENCE FOR APPENDICES D9-D13.



APPENDIX D9

LEVEL 1 LONG TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING AND COMPETITION (KEF .020 TO <.035)

Placement of Crash Protection

Crash protection is generally required in the Red Zone (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, ii) in the Yellow Zone, and iii) in the Green Zone. For more information, see Level 2 Long Track Crash Protection Requirements for Training and Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/long-track-crash-protection>)

Thickness of Crash Protection (Figure 1)	
Red Zone	So long as there are no obstructions present within 2m of the rink in the Red Zone, no crash protection is required. However, if obstructions are present, they must be covered with at least 46cm (18 inches) of padding or encircled with at least 69cm (27 inches) of snow, up to 1.21m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Yellow Zone	No crash protection required.
Green Zone	No crash protection required.

APPENDIX D10

LEVEL 2 LONG TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING AND COMPETITION (KEF .025 TO <.055)

Placement of Crash Protection

Crash protection is generally required in the Red and Yellow Zones (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, ii) in the Yellow Zone, and iii) in the Green Zone. For more information, see Level 3 Long Track Crash Protection Requirements for Training and Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/long-track-crash-protection>)

Thickness of Crash Protection (Figure 1)	
Red Zone	So long as there are no obstructions present within 3m of the rink in the Red Zone, no crash protection required. However, if obstructions are present, they must be covered with at least 56cm (22 inches) of padding or encircled with at least 84cm (33 inches) of snow, up to 1.21m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Yellow Zone	So long as there are no obstructions present within 2m of the rink in the Yellow Zone, no pads are required. However, if obstructions are present, they must be covered with at least 30cm (12 inches) of padding or encircled with at least 45cm (17.5 inches) of snow, up to 4' in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Green Zone	No crash protection required.

APPENDIX D11

LEVEL 3 LONG TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING AND COMPETITION (KEF .055 TO <.080)

Placement of Crash Protection

Crash protection is required in the Red Zone and is generally required in the Yellow and Green Zones (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, ii) in the Yellow Zone, and iii) in the Green Zone. For more information, see Level 4 Long Track Crash Protection Requirements for Training and Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/long-track-crash-protection>)

Thickness of Crash Protection (Figure 1)	
Red Zone	Crash protection must be provided throughout the Red Zone using pads and/or snowbanks. Padding must be at least 66cm (26 inches) thick; snowbanks must have a thickness of at least 1 m (39 inches). When covering obstructions within the Red Zone, padding must be 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter).
Yellow Zone	So long as there are no obstructions present within 3m of the rink in the Yellow Zone, no pads are required. However, if obstructions are present, they must be covered with at least 35cm (14 inches) of padding or encircled with at least 52.5cm (21 inches) of snow, up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Green Zone	So long as there are no obstructions present within 2m of the rink in the Green Zone, no pads are required. However, if obstructions are present, they must be covered with at least 15cm (6 inches) of padding or encircled with at least 22.5cm (9 inches) of snow, up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.

APPENDIX D12

LEVEL 4 LONG TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING AND COMPETITION (KEF .080 TO <.155)

Placement of Crash Protection

Crash protection is required in the Red Zone and is generally required in the Yellow and Green Zones (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Green Zone, on any side of an obstruction facing the direction of travel of skaters ii) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, iii) in the Yellow Zone, and iv) in the Green Zone.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/long-track-crash-protection>)

Thickness of Crash Protection (Figure 1)	
Red Zone	Crash protection must be provided throughout the Red Zone using pads. Padding must be at least 76cm (30 inches) thick. Padding must be 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter) if obstructions are presented. Any obstructions within the Red Zone which can be removed must be removed or placed at least 3m behind the crash protection provided.
Yellow Zone	So long as there are no obstructions present within 3m of the rink in the Yellow Zone, no pads are required. However, if obstructions are present, they must be covered with at least 41cm (16 inches) of padding up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Green Zone	So long as there are no obstructions present within 2.5m of the rink in the Green Zone, no pads are required. However, if obstructions are present, they must be covered with at least 15cm (6 inches) of padding up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.

APPENDIX D13

LEVEL 5 LONG TRACK CRASH PROTECTION REQUIREMENTS FOR TRAINING AND COMPETITION (KEF ≥ 0.115)

Placement of Crash Protection

Free standing pads are required in the Red Zone and padding is generally required in the Yellow and Green Zones (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Green Zone, on any side of an obstruction facing the direction of travel of skaters ii) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, iii) in the Yellow Zone, and iv) in the Green Zone.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*. (<http://www.speedskating.ca/long-track-crash-protection>)

Thickness of Crash Protection (Figure 1)	
Red Zone	Free-standing crash protection must be provided throughout the Red Zone using pads. Padding must be at least 86cm (34 inches) thick and must be at least 1.21m (4 feet) in height. Any obstructions within the Red Zone which can be removed must be removed or placed at least 3m behind the crash protection provided.
Yellow Zone	So long as there are no obstructions present within 3m of the rink in the Yellow Zone, no pads are required. However, if obstructions are present, they must be covered with at least 41cm (16 inches) of padding up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.
Green Zone	So long as there are no obstructions present within 3m of the rink in the Yellow Zone, no pads are required. However, if obstructions are present, they must be covered with at least 20cm (8 inches) of padding up to 1.2m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.

APPENDIX D14

TEMPERATURE GUIDELINES FOR OUTDOOR COMPETITIONS

Mass Start Competition (60 seconds for 500m)

Temp	Wind Max	Feels Like	Skater Speed	Total Speed	Temp Max
-20	54	- 37	30	84	- 38
-21	45	- 37	30	75	- 39
-22	43	- 37	30	73	- 40
-23	30	- 37	30	60	- 41
-24	24	- 37	30	54	- 42
-25	17	- 36	30	47	- 42
-26	6	- 32	30	36	- 42
-27	0	- 27	30	30	- 42
-28					
-29					
-30					
-30					

Olympic Style Competition (40 seconds for 500m)

Temp	Wind Max	Feels Like	Skater Speed	Total Speed	Temp Max
-20	46	- 35	50	96	- 40
-21	34	- 35	50	84	- 40
-22	24	- 35	50	74	- 41
-23	20	- 34	50	70	- 42
-24	6	- 30	50	56	- 42
-25	0	- 25	50	50	- 42
-26					
-27					
-28					
-29					
-30					
-30					