



## BIAC Regatta Trailering Policy

This policy is designed to clearly lay out the BIAC agreed rules associated with trailering boats to regattas, both long distance multi-day trips and one day local regattas. It is designed to ensure that all those driving trailers on behalf of BIAC have complete clarity around the rules and so that they are reimbursed promptly for their efforts and expenses.

It is expected that in order for trailer drivers to legitimately claim the below expenses their responsibilities extend to not only driving the trailer, but (unless they have a designated stand in):

- Liaising with the relevant coaches/sculling representative to agree the trailer plan (with all team boats required)
- Be present at loading and re-loading following the regatta and share written trailer plan
- Clearly communicate to coaches/sculling representative when the trailer will be departing from BIAC and leaving from the regatta

Any changes will need to be agreed to by the BIAC ROC and should be documented as an addendum to this policy.

### Reimbursable items

Trailer drivers may charge for (and must keep receipts to present if asked):

- Total truck hire cost
- Gas costs
- Tolls
- Accommodation and subsistence, based on GSA rates, on route to and returning from long distance regattas, assuming they are racing at the regatta. If they are not racing, then accommodation for the entire trip may be charged. Long distance regattas are considered those further than 200 miles one way. Accommodation may be charged at short distance regattas the night before a regatta if there is a pre-9AM race start.

### Wear & tear

If a trailer driver is driving their own truck and there is therefore no hire cost, wear and tear cost per mile can be charged based on GSA rates.

### Time

There is no expectation of pay for BIAC trailer drivers. Time will count against volunteer hours. However, a daily fee of \$150 can be authorised by the ROC to be paid to any trailer driver on days that they are driving the trailer or at a regatta but not racing or coaching in any capacity.



If a trailering trip takes place over the course of two days but is one day's driving (e.g. Sunday afternoon to Monday morning) it will be counted as one day's pay.

If a trailer driver feels that their time is worth more than \$150 per day (for example they are paid by the hour, and missing one day's work to trailer will cost them more than \$150) they must approach the ROC prior to trailering who will consider approving an increase in the daily fee.

### Trailering with BIAC only boats

In the instance where there are only BIAC boats on the trailer, the trailer driver must submit all expenses to the regatta coordinators who will liaise and combine the total numbers of rowers in each team and divide the total expenses by the total number of BIAC rowers to get an individual rower price.

In the instance where there are multiple trailers, all trailer expenses must be submitted and combined, all rowers combined and the costs divided per the above bullet.

The team regatta coordinators should expedite payment for each team, within 10 days, to the trailer driver before recouping individual payments from each team rower.

### Trailering non BIAC boats

In the instance of trailering to regattas with other clubs' boats, a price per boat should be agreed with the club(s) in question. This will be dictated by the distance the boats are being taken. The ROC can recommend a price if required on an as needed basis. The funds generated by these boats will be put back into the BIAC equipment fund for future boat purchasing/maintenance needs.

### Other considerations

Trailer drivers do not pay trailering fees.

Those accompanying trailer drivers in the trailering vehicle do pay trailering fees.

If coaches are racing (and are not fulfilling coaching duties at the regatta), then they are considered racers and expected to pay trailering fees.