

INDUSTRY WIDE LABOR-MANAGEMENT SAFETY COMMITTEE

SAFETY BULLETIN #8

GUIDELINES FOR INSERT CAMERA CARS

ADDENDUMS "A" & "B"

"A" - Process Trailers/Towed Vehicles

"B" - Camera Boom Vehicles

The driver/operator has the authority to suspend operation of the vehicle for any reason that he/she deems to be unsafe.

A process trailer/towed vehicles shall be used when an on-camera driver's vision will be substantially impaired or any other condition exists which is listed in the On-camera Vehicle Driving section of the Producer-Screen Actors Guild Agreement. The foregoing shall not apply to an on-camera driver qualified as a stunt performer under the Agreement or where a performer has the special expertise to perform the sequence in a safe manner.

These guidelines are intended to give recommendations for safety when working on and around camera cars, process trailers and camera boom vehicles.

IT IS IMPERATIVE THAT A COPY OF THESE RULES BE IN THE GLOVE BOX OF THE VEHICLE AT ALL TIMES

1. An Insert Camera Car includes any self propelled vehicle specifically engineered for the mounting and manning of cameras and other equipment for the primary purpose of filming from a stationary or moving vehicle.

The addition of any manned or unmanned camera boom or arm to an insert camera car shall make that vehicle subject to the provisions of Addendum B of this safety bulletin.

2. A camera car must be safety checked before and after use or at a minimum on a daily basis, and by a qualified, experienced driver who will be operating the vehicle. Inspection items include, but are not limited to: the brakes, tires, vehicle's electrical system and towing equipment.
3. All rigging of equipment is to be performed in a safe manner:
 - (a) By qualified and experienced personnel.
 - (b) In an area secured for the purpose of rigging and free of known hazards; this includes other vehicular traffic.

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- (c) Additionally, the driver will inspect the vehicle after rigging changes are made to ensure they won't adversely affect safe operation of the vehicle.
4. All personnel riding on the camera car must be provided a safe and secure place to ride, (to avoid the possibility of fall or hazard). This may be accomplished by either a safety railing placed at the appropriate height for the layout of the camera car or by an appropriate safety harness properly secured.
5. All personnel have the right and responsibility to report potential malfunctions or broken equipment to the 1st AD immediately. Malfunctioning or broken equipment must be taken out of service immediately and replaced or properly repaired by a qualified person before being returned for use.
6. Maximum passenger allowances -- Operation of Insert Camera Cars Transporting Production Personnel:

The California Administrative Code mandates:

The number of employees ". . . transported on vehicles. . . shall never exceed a number which may endanger the safe handling of the vehicle. . . ."

Accordingly, it is recommended that the maximum number of personnel allowed on Insert Camera Cars **not exceed nine (9), including the driver**. This applies to all rehearsals, as well as all principal photography and all second unit sequences.

Only those persons absolutely required to perform work during the rehearsals and the actual shot sequences shall be allowed on the camera car as determined by the driver/operator.

NOTE (1):

It is recognized that occasionally multiple camera setups are used on an insert camera car. This could call for the total number of personnel on board to exceed nine (9). SUCH EXCEPTIONS SHALL ONLY BE APPROVED AFTER THE FOLLOWING STEPS HAVE BEEN TAKEN:

- (1) Insert car driver/operator, the 1st AD, the Key Grip and the Stunt Coordinator (if on set) have determined the shot sequence can be performed in a safe and sane manner.
- (2) Such determination SHALL INCLUDE REVIEW OF ALL OF THE FOLLOWING:
- (a) Weather at the time of the intended shot.

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- (b) Class of road to be used (concrete, asphalt, decomposed granite, compacted dirt, etc.), AS WELL AS ITS CONDITION.
- (c) Road configuration (straight, slightly curved, moderately curved, "S" curved; level or inclined)
- (d) Surrounding topography which may affect line of sight (flat, hilly, urban, countryside, mountainous, etc.)
- (e) Speed necessary for getting the shot.
- (f) All overhead and side obstructions.
- (g) Shot sequence (following lone vehicle; stunt action with cross-overs/head-on or near misses; high speed chase, etc.)
- (h) Total Gross Vehicle Weight (GVW) of the insert car if added equipment and personnel are allowed on board as long as:
 - (1) THE GVW WILL NOT BE EXCEEDED;
 - (2) THE TYPE OF SHOT PLANNED ENTAILS SLOW OR MODERATE SPEEDS AND IS ON RELATIVELY STRAIGHT AND LEVEL ROADWAYS; AND
 - (3) SEQUENCE IS OTHERWISE CONSIDERED UNEVENTFUL, SAFE AND NOT STUNT-RELATED.

If higher speeds are necessary, however, particularly over curved or inclined roadways, over unpaved areas and/or include stunt-related involvement, IT IS RECOMMENDED THE VEHICLE'S OPERATING LOAD (including vehicle, equipment and personnel on board) NOT EXCEED 90% OF THE GVW.

NOTE(2):

It is strongly recommended that all insert car owners obtain and post the following on their vehicles: Tare weight, Gross Vehicle Weight and Maximum Weight Allowance for stunt-related or high speed shots.

Depending on the type of scene and driving required, the assigned vehicle operator may determine that for safety reasons fewer than nine (9) people should be allowed aboard the vehicle; during such instances the assigned vehicle operator has authority to reduce that number.

1. Except for that required for the **shot in progress, extra equipment** should not be placed on the camera car. All items placed on the camera car are to be properly secured. Extra equipment should be placed in a follow vehicle. **In the event of overloading, the driver has authority to have unnecessary equipment or personnel removed from the camera car prior to operation of that vehicle.**
2. Prior to the camera car moving, a shot specific safety meeting should be held involving all personnel riding on the camera car or in close proximity (i.e., stunt personnel or background extras with cars, etc.). This meeting should include a "walk-through or dry-run". An understanding of the intended action, possible deviations due to hazards and authority to abort including signals to be used, should be made clear. If for any reason there is a change in the choreography of the camera vehicle, other picture vehicle(s) in the shot, or personnel involved in the shot, the first AD must hold another meeting with all personnel involved to assure everyone understands the changes and is in agreement with those changes.
3. Before initiating movement of the camera car, such movement shall be preceded by two (2) short "taps" of the camera car's horn or by the use of an on-board P.A. system operated by the driver notifying personnel of the change.
4. No one is to walk between the camera car and any vehicle it is towing while the camera car engine is running. When rear towing a vehicle, no personnel are allowed on the towbar. This does not include process trailers or towed camera platforms that are specifically designed for said work.
5. No one is to get on or off the camera car while it is in motion. If the engine of the camera car is running and the vehicle is stopped, you should not enter or exit the vehicle unless you have been instructed to do so by the driver or first A.D.
6. It is recognized that unforeseen or unique situations may arise which might require on-site judgements differing from these guidelines. Such judgments are to be made in the interest of safety to cast, crew as dictated and the public at large.
7. Personnel riding the camera car should protect themselves from abrupt changes in speed or direction by:
 - (a) Remaining seated at all times while the car is moving.
 - (b) Placing both feet on the floor, or on a foot rest.
 - (c) Firmly gripping the grab rail (safety railing).

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- (d) Only riding in a protected safe and secure area on the vehicle (Refer to item # 4 of this bulletin).
- (e) Staying alert, expecting the unexpected.

THIS BULLETIN SHALL BE ATTACHED TO ALL CALL SHEETS AS NEEDED