

I think we need an updated liberation protocol because, while we already have clear “no-go” rules, they are mostly applied to single factors in isolation and the decision is usually just yes or no, with very little middle ground.

At the moment there is also no structured way to assess weather and conditions along the actual race route, or to factor in expected minimum and maximum flying speeds ( $V_{min}$  and  $V_{max}$ ) to judge how long birds will be exposed to those conditions.

What’s missing is a system that looks at how risks combine — like heat with humidity, wind with terrain, or long basket times with rising temperatures — and how those combinations affect the birds differently over short and long races.

I am proposing a review of the existing Liberation protocol to move us checking a few stop rules to using a whole-route, whole-picture safety system that better reflects what the birds actually face on race day.

#### **MOTION:**

That the current SERPC Liberation Protocols be formally reviewed by a working party consisting of **at least two members, appointed by the membership**, for the purpose of assessing whether the protocols remain fit for purpose and whether updates are required to reflect current racing conditions, welfare expectations, and risk-assessment practices.

The working party is to:

1. Review the existing protocols in full,
2. Consider whether additional structure is needed to assess conditions along the race route, including environmental, navigational and operational factors, and expected flight time (Velocity minimum / Velocity Maximum),
3. Prepare a written report with any recommendations for change, and
4. Present that report to the membership **no later than 1 May 2026**.

Following presentation of the report, a meeting of members is to be convened to allow discussion of the findings and to enable any proposed changes, if any, to be **voted on by the membership** before adoption.