

APPENDIX . Risk assessment and control

Likelihood of harm	Severity of Harm		
	Slight Harm	Moderate Harm	Extreme Harm
Very unlikely	Very low risk	Low risk	Medium risk
Unlikely	Low risk	Medium risk	Medium risk
Likely	Medium risk	High risk	High risk
Very likely	Low risk	High risk	Very high risk

Category of risk	Evaluation of acceptability
Very low risk	Acceptable
Low risk	Risks should be reduced so that they are acceptable – if reasonably practicable to do so
Medium risk	
High risk	
Very high risk	Unacceptable

Risk level	Acceptability; guidance on necessary action and timescale
Very low risk	These risks are considered acceptable. No further action is necessary other than to ensure that the controls are maintained.
Low risk	No additional controls are required unless they can be implemented easily (in terms of time, money and effort). Actions to further reduce these risks are assigned low priority. Arrangements should be made to ensure that the controls are maintained.
Medium risk	Consideration should be given as to whether the risks can be lowered, where applicable, to a tolerable level, and preferably to an acceptable level, but the costs of additional risk reduction measures should be taken into account. The risk reduction measures should be implemented within a defined time period. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with harmful consequences.
High risk	Substantial efforts should be made to reduce the risk. Risk reduction measures should be implemented urgently within a defined time period and it might be necessary to consider suspending or restricting the activity, or to apply interim risk control measures, until this has been completed. Considerable resources might have to be allocated to additional control measures. Arrangements should be made to ensure that the controls are maintained, particularly if the risk levels are associated with extremely harmful consequences and very harmful consequences.
Very high risk	These risks are unacceptable. Substantial improvements in risk controls are necessary, so that the risk is reduced to a tolerable or acceptable level. The activity should be halted until risk controls are implemented that reduces the risk so that it is no longer very high. If it is not possible to reduce risk the activity should remain prohibited.

NOTE: Where the risk is associated with extremely harmful consequences, further assessment is necessary to increase confidence in the actual likelihood of harm.

Risk	Probability V/U/L/VL	Severity S / M / E	Risk Level	Planned Action to Control Risk to an acceptable Level
PRE EVENT				
Notification				Safety Plan, Safety Maps, Risk Assessment documents posted in a prominent position in Clubhouse and near registration. All race Safety information posted on Bradford ARC Website and emailed to competitors and umpires.
Communication systems				Tested during the week prior to the event. Tested on the day of the event prior to racing.
Debris and sharp objects causing harm.	Likely	Moderate Harm	Medium Risk	Car parking area, trailer area, lawns, landing stages inspected and cleared of any harmful objects. Any mud cleared from landing stages.
Difficult weather or water conditions	Likely	Extreme Harm	High Risk	During the week prior to the event, regular weather forecast updates and river level monitored. Decision made on the afternoon of the day before the event to restrict events or cancel based on predicted river level and wind and weather forecast.
River debris, branches etc.	Very Likely	Moderate Harm	High Risk	Inspect river and remove floating debris, overhanging branches etc which could be a hazard.
Safety launch working order	Likely	Moderate Harm	Medium Risk	Check condition of launch and engine during week prior to event. Check launch on day of event prior to racing for damage, full inflation, full petrol tank (filled outside).
WEATHER AND ENVIRONMENTAL CONDITIONS				
Lightning	Very Unlikely	Moderate Harm	Medium Risk	Action plan involving weather warnings and using the 30/30 rule to delay or cancel as advised in the current Row Safe guide. Competitors and supporters advised to shelter in clubhouse or in their vehicles (windows closed).
Wildlife that may cause injury.	Unlikely	Moderate Harm	Medium Risk	Birds to be gently moved on. Bees and Wasp Nests to be cordoned off and/or removed by experts.
Bio Hazards from immersion	Likely	Moderate Harm	High Risk	Advice to remove contaminated clothing and shower with soap. Any cuts to receive first aid treatment and advised to drink large quantities of clean water.

SAFETY LAUNCH				
From Boathouse to water	Likely	Moderate Harm	High Risk	Launch on trolley - tethering rope attached to post to prevent overrun and at least two people to manoeuvre and control trolley down landing stage slope. Use of winch to lower launch from trolley to water.
Safety Requirements for Launch.	Likely	Extreme Harm	High Risk	All Launches to carry necessary safety equipment as per the current Row Safe guide and to be fitted with a prop guard. All drivers and passengers to wear lifejackets / buoyancy aids. Drivers to attach kill cord.
Control of Launch.	Likely	Moderate Harm	High Risk	Only RYA Level 2 qualified drivers to drive the launch.
Removing launch from water	Likely	Moderate Harm	High Risk	Launch trolley with tethering rope attached used to winch launch out of water. Minimum of three people used to pull trolley up landing stage. Use of lifting hooks to ease wheels up one step, one side at a time.
VEHICLES AND TRAILERS IN REGATTA AREA				
Injury from moving Vehicles.	Unlikely	Extreme Harm	Medium Risk	Attendants to wear high visibility tabards. Boat trailers and 'car tops' only allowed in regatta grounds and to be guided by attendants.
Access for emergency vehicles.	Unlikely	Moderate Harm	Medium Risk	Attendants to ensure clear pathway for emergency vehicles when parking trailers and 'car tops'. In the event of an emergency to check no boats are blocking access.
BOAT EQUIPMENT CHECKS AND EMBARKATION				
Unsafe competitor's equipment.	Likely	Moderate Harm	High Risk	All boats checked as per BR Rules of Racing by Control Commission – trestles provided for competitors to avoid undue strain whilst waiting and being checked.
Capsize during embarkation from Steps.	Likely	Moderate Harm	High Risk	Ensure Boat is held on steps by at least one person. Ensure Oars fitted correctly in Swivels, and Gates locked.
Competitors in the water.	Likely	Moderate Harm	High Risk	Under Row Safe guidance all competitors must be competent swimmers or wear a PFD. Coxswains must wear life jackets that conform to EN standards, and carry CE mark of approval. Bowloader boats are not permitted at the event. Marshals/monitors issued with throw bags. Safety launch positioned strategically along the course.

PROCEEDING TO THE START.				
Collision with crews racing	Unlikely	Moderate Harm	Medium Risk	Course buoyed to take account of boats embarking. Boat holding area provided and buoyed-off. Mid-Point 2 Umpire instructs crews into this area taking account of racing. Visual and radio contact with start. Crews informed of way to proceed to the start.
START AREA				
Capsize/collision at the start marshalling area.	Unlikely	Moderate Harm	Medium Risk	Start Marshals to direct crews and monitor safety. Radio communication to summon assistance from safety launch. Provision of throw bags.
RACING				
Navigating the course	Unlikely	Moderate Harm	Medium Risk	Course monitored throughout with umpires with loud hailers. Course fully buoyed to help crews and signs to remind them of the bend in the course. Extra buoys placed on the bend and at the start to help steering.
Capsize or injury whilst racing	Likely	Moderate Harm	High Risk	All umpires issued with throw bags and radios to summon the safety launch and medical help. Also issued with a local procedure for assisting crews to reach the bank prior to safety launch arriving.
River debris causing boat damage or capsize.	Likely	Moderate Harm	High Risk	Umpires call safety launch to remove hazard.
RACE FINISH				
Weir close to finish	Unlikely	Moderate Harm	Medium Risk	Finish bell to mark the end of the race. Safety grab rope with bunting attached placed across river at boat level. Landing stage marshals below finish to alert crews.
Collisions/contact between finished crews, and racing crews.	Likely	Slight Harm	Medium Risk	Finish judge and landing stage marshals alert crews who have finished and may be blocking racing crews approaching finish line.
LANDING				
Capsize during landing	Unlikely	Moderate Harm	Medium Risk	Landing stage marshals provide assistance to crews and hold boats.
INJURIES / HEATSTROKE / EXHAUSTION / ASTHMA ATTACKS ETC				
Conditions requiring medical or First Aid treatment	Unlikely	Extreme Harm	Medium Risk	First aider and doctor on site can be summoned by radio from Race Control. Automatic defibrillator available. If emergency services required directions to BARC, including postcode, are in the lobby by the emergency red telephone. Person sent to Coach Road to meet and direct ambulance. Grounds checked to ensure clear access for ambulance.

The above risk assessment allows for additional safety measures to be used if deemed necessary.