Risk Assessment Matrix

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|  |  | Severity of Outcome |  |
| Probability of Accidents | Slightly harmful (Low) | Harmful (Medium) | Extremely harmful (High) |
| Highly unlikely (Low) | Trivial Risk | Tolerable Risk | Moderate Risk |
| Unlikely (Medium) | Tolerable Risk | Moderate Risk | Substantial Risk |
| Likely (High) | Moderate Risk | Substantial Risk | Intolerable Risk |

Risks and Actions

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| RISK LEVEL | ACTION AND TIMESCALE |
| Trivial | No action required. |
| Tolerable | No additional controls are required. Consideration may be given to a more effective solution or improvement. |
| Moderate | Efforts should be made to reduce the risk. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with harmful/serious consequences further assessment may be necessary to establish more precisely the likelihood of harm as a basis for determining the need for improved control measures. |
| Substantial | The activity should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. Where the risk involves activity already in progress, urgent action should be taken. |
| Intolerable | Activity should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, activity has to remain prohibited. |

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| Risks that apply to the event | Probability | Severity | Risk Level | | Planned Action to Control Risk |
| H / M / L | H / M / L |
| Crews crashing into the trees in the river at the following locations:   * North arch 2k/Rutherglen Bridge * North arch Polmadie footbridge * Upstream of the North arch of Dalmarnock Road Bridge | Medium | Medium | Moderate | | This is clearly noted down in the race Instructions for  Competitors. Crews are advised to use the middle arch when rowing proceeding upstream but do so with extreme caution.    This is only a risk for crews rowing upstream and has minimal impact on crews during the race. |
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| Adverse weather | Medium | Medium | Moderate | | Assessment of weather forecast starting from the Wednesday before the event and considering the possibility of cancellation. |
| Potentially dangerous water conditions on the day of the event | Low | Medium | Tolerable | | Inspect the river Friday evening and Saturday morning before the event and the consider possibility of cancellation if required. |
| Weir is opened after crews boated | Low | Medium | Tolerable | | Advise weir operators of the date and time of the event, providing a contact telephone number for them to contact if the gates require to be opened. |
| Crews are to be advised immediately if this happens and removed from the water if necessary. |
| Crews are also advised to stay upstream of CARC. |
| Sudden bad weather causing unrowable and/or dangerous conditions | Medium | Medium | Moderate | | Any umpire or other key race official will stop racing. Any crews on the water will be shepherded back to the landing stages by safety boats. |
| Slipping at steps while launching boats | Medium | Medium | Moderate | | Ensure GRC steps are cleaned of sediment before racing. Other clubs on the river will be responsible for their own steps. |
| Crews damaging boats/capsizing at steps/boating area | Medium | Medium | Moderate | | Marshals at steps to regulate boating. |
| Collisions between crews rowing in opposite directions in marshalling area above start | Low | Medium | Tolerable | | Inform crews of the correct circulation pattern and to proceed with light pressure when in the marshalling area. |
| Clear instructions on where crews need to be positioned in information packs and by marshals on the bank. |
| Risks that apply to the event | Probability | Severity | Risk Level | Planned Action to Control Risk | |
| H / M / L | H / M / L |
| Crews being blown around or onto the bank at the start | Low | Medium | Tolerable | Marshalls will have throw lines to be used to assist crews if required. Notice to competitors advising caution. Safety boat at the start to monitor and be in communication with marshals. | |
| Collisions between crews and hazards on way to start or during the race   * All bridges * Overhanging trees * Outflows | Low | Medium | Tolerable | Safety launches and marshalls are positioned along the course and near hazardous areas. | |
| A team will be on standby at GRC to deal with an incident if required. | |
| Umpires and safety boats will have radios to summon assistance if required. | |
| Crews informed of circulation patterns, hazards and river restrictions. | |
| Damage and injury resulting from a collision | Low | Medium | Tolerable | Bow balls, heel restraints and buoyancy compartments aids should be checked by individual crews. | |
| All crews are informed of circulation patterns via an info pack. | |
| Crew capsize during the race | Low | High | Moderate | A combination of safety launches and marshalls positioned along the course equipped with throw ropes to bring crews to safety and radios to summon assistance. | |
| Safety launches are on hand to provide rapid response along the course if required. | |
| Crews stopping too soon and obstructing those still racing | Medium | Low | Tolerable | Race Instructions advise all crews that they should continue downstream clear of the finish and enforced by the umpire/marshall at the finish. | |
| Collisions between crews rowing in opposite directions to the race between GUBC and GRC | Medium | Medium | Moderate | Inform the crews of the circulation pattern and that other crews will be making their way upstream between GUBC and GRC whilst the race is still in progress. | |
| This region will be well marshalled and the flow of boats will be strictly controlled. | |