

MOD Risk Assessment Form		MOD Form 5010	
Establishment/Unit/Ship HQ Force Troops Command		Assessment Ref:	Date: 24 Nov 18
Section/Department: Ex SPARTAN HIKE 2019		Assessment Type (see note 1)	
		Specific	Generic
Activity Process: Skiing – Nordic/Alpine/Biathlon Serre Chevalier, France		Who is at risk: All Staff and Participants deployed on Ex SPARTAN HIKE 19	
Ref	Hazard	RA Required	
1	General Skiing Racing & Training - Inclement Weather and Fatigue.	Yes	
2	General Skiing Racing & Training - Racer to racer and general collision	Yes	
3	General Skiing Racing & Training - Racer to spectator collision	Yes	
4	General Skiing Racing & Training - Racer/general public collision	Yes	
5	General Skiing Racing & Training - Racer experiences dehydration, or exhaustion or Sun exposure	Yes	
6	General Skiing Racing & Training - Technical Difficulty	Yes	
7	General Skiing Racing & Training - Significant descents	Yes	
8	General Skiing Racing & Training - Mass Start	Yes	
9	General Skiing Racing & Training - Start/ Finish Area	Yes	
10	General Skiing Racing & Training - Trips, falls or accident resulting in physical injury	Yes	
11	General Skiing Racing & Training - Off Piste Skiing.	Yes	
12	General Skiing Racing & Training - Sun/Ice/Snow Burns.	Yes	
13	General Skiing Racing & Training - Avalanches.	Yes	
14	General Skiing Racing & Training - Equipment failure.	Yes	
15	Nordic/Biathlon Racing & Training - Accident due to Course Hazards	Yes	
16	Nordic/Biathlon Racing & Training - Person shot during Range Practice	Yes	
17	Nordic/Biathlon Racing & Training - Person shot due to Weapon Carriage During Racing	Yes	
18	Military Patrol Race – Accident due to Course Hazards	Yes	
19	Military Patrol Race - Individuals affected by Environmental Conditions	Yes	
20	Military Patrol Race - Person shot due to Weapon Carriage	Yes	
21	Military Patrol Race - Person shot during Range Practice	Yes	
22	Military Patrol Race - Incident on course	Yes	

23	Military Patrol Race - Competitor ability may cause an accident	Yes
24	Military Patrol Race - Environmental Issues	Yes
25	Military Patrol Race - Climatic Injury (Dehydration; Heat exhaustion; Hypothermia; Heat Stroke)	Yes
26	Military Patrol Race – Getting lost	Yes
27	General - Individuals hit by vehicles at race locations	Yes
28	General - Security of personnel, weapons, ammunition and possessions	Yes
29	General - Food care	Yes
30	General - Travel to/from Exercise Venue	Yes
31	General - General competition conduct	Yes

REFERENCES:

- A. JSP 375, Pt 2, Vol 1, Chap 40. Military Training for Land Systems.
- B. LFSO 2007: Physical and Environmental Security; Paras 2.7.076-082.
- C. ACSO 3216: The Organisation and Arrangements for the Management of Safety and Environmental Protection in the Army.
- D. AGAI VOLUME 1 CHAPTER 13 Army Nordic Biathlon Shooting Training Policy
- E. JSP 660: Sport in the UK Armed Forces.
- F. AGAI Vol 1, Chap 13: Army Nordic Biathlon Shooting Training Policy.
- G. 2016DIN07-132: Biathlon Rifle Security, Administration and Training. To be reissued.
- H. 2018DIN07-077: Army European Winter Activity Instruction (AEWAI) 2018/19.
- I. AWSA Nordic and Alpine Race Rules 2018.
- J. 2018DIN07-081: Army Alpine and Nordic Exercises 2019.
- K. British Armed Forces Nordic Skiing Committee (BANSC) Safety & Governance Directive for the 2018/19 Season.
- L. Ex SPARTAN HIKE 19 Medical Plan.
- M. Army Health Promotion: Cold Injuries.

Likelihood		Risk Matrix		
Common, regular or frequent occurrence	3	3 Med	6 High	9 High
Occasional occurrence	2	3 Low	4 Med	6 High
Rare or improbably occurrence	3	1 Low	2 Low	3 Med
Severity		1 Minor Injury or Illness	2 Serious Injury or Illness	3 Fatalities, Major Injury or Illness

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
1	Inclement Weather and Fatigue	<ol style="list-style-type: none"> 1. Chief of Race to assess daily based on local forecast. 2. Understand the nature of challenging conditions, briefing team captains as required on cold injuries. 3. Adaptive procedures ensure all personnel (competitors & officials) are accounted for. 4. Chief of Course continuously measures and displays air and snow temp at start area throughout the race. 5. Racing and training ceases at -20°C. 6. Races not starting until 0900 hrs to allow overnight air temperature to rise. 7. Night races are short (<1km) sprints and air temperature and wind chill are constantly assessed. 8. Competitors clothing is monitored to ensure suitable cold weather protection is worn. 9. Team Captains and individuals are responsible for ensuring the wearing of adequate foul weather clothing, or clothing suitable for the conditions. 10. Races can be postponed/ cancelled by the Race organisers if environmental conditions are too severe. 11. All routes/race courses are set by a trained, qualified, competent and current person. 12. Local weather forecasts from the Serre Chevalier website are briefed to Team Captains each evening and updated prior to event itself. 13. A physical assessment is conducted prior to departure to and during each event / training session. 14. Routes / race courses are checked and may be adjusted to take account of adverse conditions. 	3 Low	<p>Monitor for early signs or symptoms of participants' distress or exposure and conduct restorative measures if required.</p> <p>If there are more than 140 competitors at an Alpine event, or the event takes longer than 4 hours to deliver, a dynamic risk assessment must be completed by the race organiser and race jury – this could reasonably lead to a possible cessation of the event.</p>	<p>Prior to event and daily</p> <p>See Alpine Rules:</p> <p>608.12.6 (Number of runs).</p> <p>624.1.2.2 (Delay to event).</p>

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		<p>15. Consider escape routes if required.</p> <p>16. A suitable diet is provided through CILOR (High energy to offset the onset of fatigue or hypothermia).</p> <p>17. Sensible and restricted weight is carried (Military Patrol).</p> <p>18. All activities are conducted in the vicinity of appropriate / adequate shelters.</p> <p>19. a) Personnel at risk of incurring non-freezing cold injuries (NFCI) are to have been assessed, by their own Medical CoC, as fit to participate in activities at temperatures down to -19°C.</p> <p>19. b) Personnel who have previously suffered possible NFCI, awaiting diagnosis/appointment with Institute of Naval Medicine (INM) are not to participate.</p> <p>19. c) Personnel who have been diagnosed having suffered NFCI, by the INM, may only participate if permitted to do so as per their diagnostic detail or Appendix 9 as fit to participate in activities at temperatures down to -19°C.</p> <p>20. Prior to deployment, Units are responsible for conducting a conditions check on the suitability of individuals to participate in the competition.</p>			
2	Racer to racer and general collision	<p>1. One-way circuit without tracks crossing.</p> <p>2. Direction flags and signs used.</p> <p>3. Competitors are briefed by Chief of Course.</p> <p>4. Course Maps are provided, any alterations to course due to weather/accident are communicated to participants by the marshalls who have been notified by radio.</p> <p>5. Competitors inspect the course to identify and</p>	4 Med	No	Prior to event

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		<p>practise areas of challenge and hazard.</p> <p>6. Competitors advised to ski within capability.</p> <p>7. Manned course checkpoints with comms to stadium area.</p> <p>8. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. If deployed to an incident, further activity ceases until available.</p> <p>9. When skiing (training and racing) all individuals conducting Alpine events (training, racing and leisure) must wear appropriate personal protective equipment (PPE), including helmets, that meet the specification criteria stipulated in the relevant Alpine Rules (see References).</p>			
3	Racer to spectator collision	<p>1. Spectator control is part of the COR's responsibilities (SOPs).</p> <p>2. Spectators are separated from key areas by barriers and fences.</p> <p>3. Visitors are briefed and escorted.</p> <p>4. Manned course checkpoints with comms to start and finish area.</p> <p>5. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. If deployed to an incident, further activity ceases until available.</p>	4 Med	No	Prior to event
4	Racer/general public collision	<p>1. The tracks and courses are closed to the public during competition.</p> <p>2. All officials exercise vocal control of non-competitors (British and other nation) to keep out of way of competitors.</p>	4 Med	No	Prior to event
5	Racer experiences	<p>1. Bib recovery area laid out to ensure every</p>	3 Low	These effects/conditions	Prior to event

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
	dehydration, or exhaustion or Sun exposure	<p>competitor has bib removed (backup record that he/she is off course) and is given a warm safety drink.</p> <p>2. Check that drink is not too hot.</p> <p>3. Fresh cup for each competitor.</p> <p>4. Drinks stand available on longer races (Military Patrol Race).</p> <p>5. Racers monitored for condition as they compete on the course by manned checkpoints.</p> <p>6. Manned course checkpoints with comms to finish area.</p> <p>7. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver.</p> <p>8. Competitors are not to compete if feeling unwell.</p> <p>9. All personnel (competitors and support staff) operating on snow are to carry and, if necessary, use a high SPF sunscreen, peak brim hat, sunglasses and appropriate goggles/glasses.</p> <p>10. All Team Captains are to be made aware of the Ex Med Plan.</p>		are nearly all preventable, provided the risk factors are assessed properly and appropriately managed. This prevention requires greater awareness of the risk by all individuals, training in assessment of the risk and putting in place the right control measures. In addition, the impact of a climatic injury may be reduced if appropriate first aid measures and evacuation to medical care are carried out effectively and promptly. JSP 539 aims to educate all Service personnel in the prevention and treatment of cases of heat illness and cold injury. This is to be read and complied with, by all team captains and their team members in order to ensure the risk to developing heat and cold injuries are minimised.	and daily
6	Technical difficulty - falls	<p>1. Courses designed, carved and groomed to comply with international homologation regulations.</p> <p>2. All courses cleared with Chief of Race and TD</p>	4 Med	No	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		prior to inspection and racing.			
7	Significant descents - falls	<p>1. Courses designed, carved and groomed to comply with international homologation regulations.</p> <p>2. All courses cleared with Chief of Race and TD prior to walking and racing.</p> <p>3. All courses briefed to team captains prior to the inspection, with areas of concern being highlighted.</p> <p>4. Competitors encouraged to race within their skiing capability.</p> <p>5. Teams are encouraged to practise on areas of significant technical challenge and additional fencing/padding inserted where required.</p> <p>6. All must be assessed for difficulty and danger both for novices and competitors at highest speeds.</p> <p>7. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. If deployed to an incident, further activity ceases until available.</p>	4 Med	No	Prior to event and daily
8	Mass Start collision	1. Layout in accordance with FIS/IBU rules (see References) and specific location best practice.	1 Low	No	Prior to event and daily
9	Start/ Finish Area collision	<p>1. Courses designed, carved and groomed to comply with international homologation regulations.</p> <p>2. Layout planned, drawn, TD approved and rehearsed.</p> <p>3. Clear briefing given to course setter and competitors.</p> <p>4. Wide enough, clear skiing lanes to be provided for skiers at speed, especially after finish line.</p> <p>5. Fences, barriers and cones used to delineate lanes/areas.</p>	1 Low	No	Prior to event and daily
10	Trips, falls or accident resulting in physical injury	1. All participants are briefed on routes / races courses.	4 Med	No	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		2. All participants conduct an inspection of race courses. 3. Alpine Downhill competitors must have conducted a minimum of one training run prior to competing and each competitor will be assessed by the race jury, who will prevent an individual from racing if unsafe. 4. Correct equipment, appropriate/applicable to event, must be used. 5. Individuals are responsible for ensuring their equipment is serviceable. 6. Appropriate equipment is to be used for each event iaw race rules (see References). 7. Treatment of injury in situ if required. 8. If serious injury contact emergency/rescue services and activate rescue and/or CASEVAC/evacuation plan. 9. Communications available to contact emergency and/or rescue services. 1. All hazards are to be factored in when setting routes/race courses, specifically pylons, boulders, trees and other obstacles. 11. Race courses are to be closed to other users throughout races. 12. All routes/race courses are set by a trained, qualified, competent and current person.	3 Med		
11	Off Piste Skiing	1. Off piste skiing is not endorsed or necessary for this event. 2. All participants are briefed to remain on prepared routes/courses at all times.	3 Med	No	Prior to event and daily
12	Sun/Ice/Snow Burns	1. Use of correct and safe equipment (sun crème, lip salve, etc) and clothing.	3 Low	TCs are to ensure individuals are aware of	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		2. Use of appropriate goggles/glasses. 3. Gloves must be used for all events.		the risks of burns from Sun/Snow/Ice and the action to be taken if affected.	
13	Avalanches	1. Participants are briefed daily on local weather, mountain hazards, equipment and clothing. 2. All activities are conducted on prepared routes/race courses iaw local rules (see References). 3. All routes/race courses are set by a trained, qualified, competent and current person.	3 Med	Local SMEs are considered more appropriate to conduct course setting tasks.	Prior to event and daily
14	Equipment failure	1. Individuals are to conduct regular inspections of their equipment to ensure it is serviceable. 2. Personnel are trained on equipment care and basic maintenance by Team Captains. 3. Spares and/or running repairs are available locally if required. 4. Team Captains and individuals are responsible for ensuring their teams/own equipment is tested before use. 4. A cursory inspection of equipment is conducted prior to each participant starting (Start/Race Judges).	4 Med	Athletes are to sign a declaration at registration stating that they understand the risks during the exercise and that they contribute significantly in mitigating personal risks.	Prior to event and daily
15	Accident due to Course Hazards	1. Always checked, from first planning through to last competitor on course, that natural (trees, rocks, branches, stones, steep slopes to side) and artificial (machinery, buildings) hazards are avoided. 2. Areas of concern to have additional manning during races, with comms to start/finish area.	2 Low	No	Prior to event and daily
16	Person shot during Range	1. All Biathlon training and competitions are	3 Med	No	Prior to event

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
	Practice	<p>conducted iaw References.</p> <p>2. Purpose built and licensed by host for Biathlon trg and competition.</p> <p>3. All range practices, including competitions, are supervised and managed by a trained, qualified, current and competent individual.</p> <p>4. No unofficial range training practices are permitted during the exercise.</p> <p>5. All participants are trained, qualified, current and competent on the weapon system in use and the Team Captain must sign a certificate to this effect for all team members.</p> <p>6. CMT present for all range practices.</p> <p>7. Range officials/safety staffs constantly observe for poor drills and range regulation infringements.</p> <p>8. During Patrol Race training practices, SA80A2 HK .22 Conversion magazines will only be used on the range.</p> <p>9. On completion of the shoot the competitors will make safe with an empty blank firing magazine (yellow).</p> <p>10. Spectators not allowed onto firing point.</p> <p>11. Photographers/press to be under close control of a range official.</p> <p>12. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. If deployed to an incident, further activity ceases until available.</p> <p>13. Only authorised biathlon weapons and converted SA80 rifles are permitted to be used on the exercise.</p> <p>14. All participants attend a range safety brief prior</p>			and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		to their initial range practice. 15. All ammunition is held secure by Team Captains and is issued only just prior to conducting a practice at the range. 16. All ammunition is returned to Team Captains for safe storage after any range practice. 17. All participants must be trained and current in basic first aid (MATTS).			
17	Person shot due to Weapon Carriage During Racing	1. Armourer checks weapons free from live ammunition or empty cartridge, for serviceability and for correct trigger pressure on entry to race area. 2. Finish team physically open each weapon breach and check chamber clear immediately each skier crosses the finish line before weapon and skis are removed. 3. Unused ammunition is removed from competitors by the official, including those in spare magazines.	3 Med	No	Prior to event and daily
18	Accident due to Course Hazards	1. Outside of Stadium Complex course sporadically marked, course map issued. 2. Course designed by Patrol Race OIC and safety of competitors is paramount. 3. Course skied by Patrol Race organisers and if an unavoidable significant risk identified then a manned control point will be situated at or close to the risk. 4. Road crossings manned by course marshals and if busy, holding time can be awarded to ensure the safety of the competitors. 5. All teams are briefed to adhere to instructions from Marshals manning road crossings. 6. Road crossings are minimised. 7. Crossing Marshals wear high visibility vests, additional vests available if increased manning due	2 Low	No	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		to inclement weather.			
19	Individuals affected by Environmental Conditions	<p>1. Accurate weather forecast provided by Race Office Manager.</p> <p>2. Parts of the route may be placed out of bounds if there is a danger of avalanche. This information will be forwarded to the Patrol Race organisers who will amend the route.</p> <p>3. The Patrol Race organisers can amend the race (shorten/remove difficult/arduous sections) prior or during the race if weather conditions deteriorate. During the race, marshals will be used to ensure the information is passed.</p> <p>4. Teams advised to carry additional warm kit as part of the equipment they are mandated to carry.</p> <p>5. Teams are also advised to carry fluids for consumption during the race. The fluids do not count as part of the patrols total weight.</p> <p>6. A warm drink after each range practice.</p>	2 Low	No	Prior to event and daily
20	Person shot due to Weapon Carriage	<p>1. NSPs will be carried out during the inspection process, weapons will then be made safe with a blank firing magazine (yellow).</p> <p>2. Weapons are to be carried on the outside of the rucksack, so that race officials can see that a blank firing magazine (yellow) is always fitted .</p> <p>3. Unload is carried out by the team at the conclusion of the race during the post-race inspections.</p>	3 Med	No	Prior to event and daily
21	Injury from shooting during Patrol Race	<p>1. All Patrol Race training and competitions are conducted iaw References.</p> <p>2. Purpose built and licensed by host for Patrol Race trg and competition.</p> <p>3. All Patrol Race range practices, including</p>	3 Med	No	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		<p>competitions, are supervised and managed by a trained, qualified, current and competent individual.</p> <p>4. No unofficial range training practices are permitted during the exercise.</p> <p>5. All participants are trained, qualified, current and competent on the weapon system in use and the Team Captain must sign a certificate to this effect for all team members.</p> <p>6. Range officials/safety staffs constantly observe for poor drills and range regulation infringements.</p> <p>7. SA80A2 HK .22 Conversion magazines will only be used on the range.</p> <p>8. On completion of the shoot the competitors will make safe with an empty blank firing magazine (yellow).</p> <p>9. Spectators not allowed onto firing point.</p> <p>10. Photographers/press to be under close control of a range official.</p> <p>11. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. If deployed to an incident, further activity ceases until available.</p> <p>12. Only authorised and converted SA80 rifles are permitted to be used on the exercise.</p> <p>13. All participants attend a range safety brief prior to their initial range practice.</p> <p>14. All ammunition is held secure by Team Captains and is issued only just prior to conducting a practice at the range.</p> <p>15. All ammunition is returned to Team Captains for safe storage after any range practice.</p> <p>16. All participants must be trained in basic first aid</p>			

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		(MATTS).			
22	Incident on course	<ol style="list-style-type: none"> 1. As part of the safety equipment the Team Captain carries a mobile phone to call for assistance. 2. Manned check points around the course with radio communication to the start/finish area. 3. Ski Patrol on call during the race with dedicated skidoo for on-snow extraction. If deployed to an incident, further activity ceases until available. If injury is serious, Helicopter rescue is available. 	2 Low	Physical Network coverage check to be conducted at all check points/start/finish.	Prior to event and daily
23	Competitor ability may cause an accident	<ol style="list-style-type: none"> 1. The Ex Director has the authority to stop an individual competing in the Patrol Race if they do not have the technical or physical ability to complete. 2. The Ex Director has the authority to withdraw an individual from the race if the individual were to continue and could cause injury to themselves or others. 3. Prior to deployment, Units are responsible for conducting a conditions check on the suitability of individuals to participate in the competition. 	3 Low	No	
24	Incident due to Environmental Issues	<ol style="list-style-type: none"> 1. Local French Conservation Codes and the Mountain Skiing Code is understood and adhered to by all participants; it is the responsibility of the Team Captain to brief their team members on this. 	3 Low	No	
25	<p>Climatic Injury</p> <p>Dehydration. Heat exhaustion. Hypothermia. Heat Stroke.</p>	<ol style="list-style-type: none"> 1. Local weather forecasts are briefed to Team Captains each evening. 2. Appropriate clothing for the climate is to be worn. 3. Suitable diet and sufficient water intake. 4. Drinks are provided during longer Nordic races. 5. Teams are advised to carry additional fluids when training and during the Military Patrol. 6. Health education is provided (MATTS) and TCs are to brief individuals on the additional controls 	4 Med	<p>Compliance with JSP 539 and COs are made aware of letter Army Health Promotion: Cold Injuries dated 28 Oct 15 on desktop</p> <p>For those suffering from cold symptoms: GET</p>	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		<p>required in Serial 25 (Additional Controls required).</p> <p>7. Buddy system.</p> <p>8. Evacuation procedure as for Serial 2.</p> <p>9. Team Captains are responsible for ensuring their team members are fit for duty and not under the influence of drugs and alcohol.</p> <p>10. It is the Unit's / Team Captain's responsibility to brief their team members on NFCl, including the following: Keep dry - wear gaiters; Wear Goretex/other waterproof clothing; Use the layer system; Avoid overheating; Keep warm; Put extra layers on before cooling down; Cover the head; Wear gloves whenever possible.</p> <p>11. Units are responsible for conducting a conditions check on the suitability to participate in the competition.</p>		<p>INSIDE, if possible; KEEP MOVING; Jog on the spot; Wriggle fingers and toes, especially when static.</p> <p>What should I report?</p> <p>1. Numbness that won't go away.</p> <p>2. Pain, burning or pins and needles in hands and feet.</p>	
26	Getting lost	<p>1. All routes/races are conducted on well-marked courses.</p> <p>2. All participants conduct a course inspection prior to any event.</p> <p>3. All routes are carefully planned and teams are briefed on and are issued a map of all courses.</p> <p>4. All participants must be trained in Map Reading (MATTS).</p> <p>5. Escape routes are planned.</p> <p>6. Appropriate local emergency authorities are made aware of events.</p> <p>7. Exercise and race officials carry communications to base and/or emergency services (Mobile phones/ Hand-held Radios).</p> <p>8. All participants are accounted for during events.</p> <p>9. All events are conducted on familiar courses.</p>	1 Low	No	Prior to event and daily

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
		10. All teams are issued with a map of the patrol route. 11. All routes/race courses have human markers at intervals along the course route. 12. Units are responsible for conducting a conditions check on the suitability to participate in the competition.			
27	Individuals hit by vehicles at stadium	1. Use designated parking / crossing areas allocated by local authorities / stadium staff. 2. Team Captains are to brief their team members to use the dedicated parking area near the lift/stadium. 3. Vehicles are not to be parked on roads, unless directed to do so by local authorities. 4. Personnel are to cross roads at appropriate crossing points and are to take care when doing so.	3 Med	No	Prior to event and daily
28	Security of personnel, weapons, ammunition and possessions	1. Team Captains are briefed on the security of personnel, weapons, ammunition and belongings (including money/equipment). 2. All ammunition is kept and held centrally by Team Captains and is secured in accommodation. 3. All weapon bolts are removed from weapons and are stored separately. 4. Security 'spot checks' are conducted by competition officials throughout the exercise. 5. Weapons and ammunition are accounted for at registration and at deregistration.	2 Low	No	Prior to event and daily
29	Food care	1. Team Captains are responsible for food hygiene and preparation. 2. Team Captains are responsible for their team's diet and menus using issued CILOR. 3. Catering for all officials is by Hotel Du Bez.	1 Low	No	Prior to event and daily
30	Accident during travel	1. All vehicle movement is to be conducted iaw JSP	3 Med	No	Prior to event

Hazard Ref	Risk associated with hazard (How many people may be harmed – type of injury or ill health)	Existing Control Measures (note 2)	Risk Rating	Additional Controls required (see note 2)	Review frequency (see note 3)
	to/from Exercise Venue	800. 2. Travel for exercise officials will incorporate stopovers en-route where applicable. 3. Teams requiring completing the journey to Ex RUCKSACK (Rupholding, Germany) will conduct an additional overnight stop in Serre Chevalier before being allowed to depart early on the day they are required to register at Ex RUCKSACK. 4. Team Captains of teams travelling on all other routes are to consider and, where appropriate, implement stopovers en-route. 5. All personnel to exercise caution embarking/disembarking from vehicles.			and daily
31	Accommodation Fire	1. Team Captains are responsible for checking their accommodation for an Emergency Evacuation Plan. 2. Team Captains are responsible for their team's management of fire sources. 3. Emergency routes and always exits to be kept clear. 4. Team Captains are responsible for checking all smoke alarms or fire detectors to ensure they are functional.	2 Low	No	Prior to event and daily

Notes:

1. If using a 'Generic' Risk Assessment, assessors and line managers are to satisfy themselves that the assessment is valid for the task and that all significant hazards have been identified and assessed. If additional hazards are identified, they are to be recorded and attached to the assessment.
2. Only a reference or a simple description of the control measure is required. If the risk assessment identifies the need for additional control measures, the hazard will need to be assessed once the additional control measures have been implemented.

3. Risk assessments are to be reviewed:

- a. At a frequency proportional to the risk (e.g. high risk – 6 monthly; medium risk – annually; low risk – every 2 years).
- b. Where required by local instructions/procedures.
- c. If the safe supervision of the activity relies on stringent supervision and/or an adherence to a safe system of work.
- d. If there is a reason to doubt the effectiveness of the assessment.
- e. Following an accident or near miss.
- f. Following significant changes to the task, process, procedure, personnel or line management.
- g. Following the introduction of more vulnerable personnel.
- h. If a 'Generic' assessment, then prior to use.

4. Line managers are to note they are responsible for the production of the risk assessment and they are signing to say that the risk assessment is suitable and sufficient, and they consider the risks to be acceptable.

High	Common, regular or frequent occurrence	3	3 Med	6 High	9 High
Medium	Occasional occurrence	2	2 Low	4 Med	6 High
Low	Rear or improbable occurrence	1	1 Low	2 Low	3 Med
Risk Matrix Likelihood X Severity			1	2	3
			Minor injury or illness	Serious injury or illness	Fatalities, major injury or illness
			Low	Med	High

High	Improve control measures; consider stopping work. Conducting work at this level of risk is to be reported up the Line Management / Command chain.
Medium	Review control measures and improve if reasonably practicable to do so, consider alternative ways of working.
Low	Maintain control measures and review regularly or if there are any changes.

GENERAL COMPETITION NOTES

1. The AWSA Army Ski Competition Rule Book is published in two disciplines – Alpine and Nordic. The Nordic ski disciplines include Biathlon, Cross Country and the Military Patrol Race.
2. All Alpine official training and races are to be conducted in accordance with current FIS International Ski Competition Rules (ICR) – Book IV Alpine, except where specifically adapted by inclusion in the AWSA Ski Race Rules.
3. All Cross-Country official training and races are to be conducted in accordance the current AWSA Ski Race Rules, which are based on the current International Ski Competition Rules (ICR) – Book II Cross Country, of the Federation Internationale de Ski (FIS).

4. All Biathlon official training and races are to be conducted in accordance the current AWSA Ski Race Rules, which are based on the current Event and Competition Rules of the International Biathlon Union (IBU).
5. The Military Patrol Race official training and race is to be conducted in accordance the current AWSA Ski Race Rules. All Team Captains are aware of these rules, have been given access to and have been briefed on them, and it is their responsibility to comply with them.
6. All Team Captains are to ensure all members of their team is briefed on the contents of this risk assessment, so they are made aware of the risks to them as individuals and can take appropriate action to mitigate against them.
7. **Climatic Injuries.** The human body has evolved to function effectively within a narrow internal temperature range, using a number of physiological mechanisms to assist in maintaining that temperature balance in the face of widely varying climatic and thermal conditions. However, anything other than transient changes of body temperature outside that 'safe' range will result in a significant risk of injury and even death. Both heat illness and cold injury are preventable causes of morbidity, and occasionally death. All commanders need a sound understanding of the principles of working under conditions that impose a thermal stress, either hot or cold, on their personnel in order to be able to make an informed assessment of the associated risks to health. These could be localised to an individual, as a result of the workload, or affecting groups of personnel under adverse climatic conditions.

Each year there are significant impacts on health and sometimes deaths as a result of heat and cold injuries amongst Service personnel, in the UK and overseas. These are nearly all preventable, provided the risk factors are assessed properly and appropriately managed. This prevention requires greater awareness of the risk by commanders at all levels, training in assessment of the risk and putting in place the right control measures. In addition, the impact of a climatic injury may be reduced if appropriate first aid measures and evacuation to medical care are carried out effectively and promptly. [JSP 539](#) aims to educate all Service personnel in the prevention and treatment of cases of heat illness and cold injury. This is to be read and complied with, by all team captains and their competitors in order to ensure the risk to developing heat and cold injuries are minimised.

Assessor		Manager (see note 4)		Overall Activity/Process Risk Rating	
Name:	R M Anderson	Name:			
Rank/Grade:	Maj	Rank/Grade:		4	MEDIUM
Line Manager Assessment Review (see notes 3 & 4)					
Date:		Date:		Date:	
Name:		Name:		Name:	