

<p>Key Guidance This section provides a quick overview of some of the key concepts in Army risk assessment. Refer to Notes section for further information. The first line of the risk assessment table, below, shows an illustrative example.</p> <p>Hazard is anything that may cause harm, e.g. working at height on a ladder.</p> <p>Risk is the chance that someone or something could be harmed by the hazard, measured by combining (multiplying) the likelihood of it happening with its impact (severity). For example, there may be a 'possible' likelihood that someone that is not competent could fall from a ladder (3 rating – see right) combined with a 'moderate' impact of multiple injuries (2 rating), which creates a score of 6 (low risk). However, the risk should be reduced to as low as reasonably practicable (ALARP) through the implementation of control measures, such as ensuring that only trained people climb the ladder.</p> <p>Dynamic Risk Assessment compliments generic and specific risk assessment. Regardless of completing this AF 5010, it is beholden on the person creating the risk to continue to monitor the activity and the control measures. Any changes to the activity (including the environmental conditions) or the control measures, must be addressed via the mechanism of a dynamic risk assessment such that risks remain ALARP.</p> <p>Note however that persons undergoing training cannot be deemed competent until their capability is properly assessed</p>	Likelihood (L) 1 – Remote / Rare 2 – Unlikely 3 – Possible 4 – Probable 5 – Highly Probable (Almost Certain)	Multiplied by	Impact (I) 1 – Minor 2 – Moderate 3 – Major 4 – Severe 5 – Critical <i>Note: impact number is unlikely to change with control measures</i>	Equals	Risk Score Calculation					
			Likelihood							
			1		2	3	4	5		
	I m p a c t		5		5	10	15	20	25	
			4		4	8	12	16	20	
			3		3	6	9	12	15	
2		2	4	6	8	10				
1	1	2	3	4	5					

5 Step Process → **Step 1** – Identify the hazards **Step 2** – Decide who might be harmed and how **Step 3** – Evaluate the risks and decide on precautions (control measures) **Step 4** – Record your significant findings and include in Ex / Coord instructions as necessary. Implement control measures **Step 5** – Review your risk assessment and update as necessary

Dept / Sub-Unit / Unit / Formation:	HQ 6 Div	Assessor (No, Rank, Name):	565138 Maj Anderson
Activity (SSW) / Exercise (SST):	Ex SPARTAN HIKE 24 (SST)	Assessor's signature:	<i>RMAAnderson</i>
Generic or Specific Risk Assessment:	Specific	Assessment Date:	Sep 23
Relevant Publications / Pamphlets / Procedures:	FIS ICR, IBU Rules, AWSA Alpine and Nordic Rules; ACSO 1200, JSP 375 Ch 41 Heat Illness Prevention and Ch 42 Cold Injury Prevention; JSP 800, Ex SH Med Plan Annually Updated.	Review Date for GRA (Step 5):	

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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					L (1 to 5) (Step 3b)	I (1 to 5) (Step 3c)	Score (L x I) (Step 3d)			L (1 to 5) (Step 3g)	I (1 to 5) (Step 3h)	Score (L x I) (Step 3i)	
1	Alpine, Nordic or Biathlon Race	Inclement Weather and Fatigue	Competitors and Race Officials	1. Chiefs of Discipline 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. Below -15°C windchill and humidity must be considered together. 6. Races not starting until 0900 hrs to allow overnight air temperature to rise. 7. Night races are short (<1km) sprints and air	3	5	15	No	Monitor for early signs or symptoms of participants' distress or exposure and conduct restorative measures if required. If there are more than 150 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.	2	4	8	Compliance with the JSP 375 . Team Captains are to carry and be familiar with Annex A to Ch 42: Commander's Guide to Preventing Cold Injury . Individuals are to carry and be familiar with Annex B to Ch 42: Individual's Guide to Preventing Cold Injury .

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				temperature and windchill 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. 15. Consider escape routes if required. 16. A suitable diet is provided through CILOR (High energy to offset the onset of fatigue or hypothermia). 17. Sensible and restricted weight is carried (Military Patrol). 18. All activities are conducted in the vicinity of appropriate / adequate shelters. 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. 19. b) Personnel who have previously suffered									

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				possible NFCI, awaiting diagnosis/appointment with Institute of Naval Medicine (INM) are not to participate. 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. 20. Prior to deployment, Units are responsible for conducting a conditions check on the suitability of individuals to participate in the competition.									
2	Alpine, Nordic or Biathlon Race	Racer to racer and general collision	Competitors and Race Officials	1. One-way circuit without tracks crossing. 2. Direction flags and signs used. 3. Competitors are briefed by Chief of Course. 4. Course Maps are provided, any alterations to course due to weather/accident are communicated to participants by the marshals who have been notified by radio. 5. Competitors inspect the course to identify and practise areas of challenge and hazard. 6. Competitors advised to ski within capability. 7. Manned course checkpoints with comms to stadium area. 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. 9. When skiing (training and racing) all individuals conducting Alpine events (training, racing and leisure) must wear appropriate personal protective equipment (PPE), including helmets,	2	3	6	Yes	No				

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				that meet the specification criteria stipulated in the relevant Alpine Rules (see References). 10. FIS Homologated (Licensed) Race Pistes are used for all Alpine events. 11. Team slalom 'Step Back' rule is briefed to the Team Captains at the specific TCM.									
3	Alpine, Nordic or Biathlon Race	Racer to spectator collision	Competitors, Race Officials and General Public	1. Spectator control is part of the COR's responsibilities (SOPs). 2. Spectators are separated from key areas by barriers and fences. 3. Visitors are briefed and escorted. 4. Manned course checkpoints with comms to start and finish area. 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 may cease, dependant on event, until available.	2	3	6	Yes	No				
4	Alpine, Nordic or Biathlon Race	Racer/general public collision	Competitors, Race Officials and General Public	1. The tracks and courses are closed to the public during competition. 2. All officials exercise vocal control of non- competitors (British and other nation) to keep out of way of competitors.	2	3	6	Yes	No				
5	Alpine, Nordic or Biathlon Race	Racer experiences dehydration, or exhaustion or Sun exposure	Competitors	1. Bib recovery area laid out to ensure every competitor has bib removed (backup record that he/she is off course) and is given a warm safety drink. 2. Check that drink is not too hot. 3. Fresh cup for each competitor. 4. Drinks stand available on longer races (Military Patrol Race). 5. Racers monitored for condition as they compete on the course by manned	2	2	4	Yes	No				These effects/conditions 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.

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				checkpoints. 6. Manned course checkpoints with comms to finish area. 7. Ski Patrol on site during races with dedicated skidoo for on-snow extraction with qualified paramedic driver. 8. Competitors are not to compete if feeling unwell. Teams are allowed to replace competitors up to the start, to reduce the pressure to compete when unwell 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. 10. All Team Captains are to be made aware of the Ex Med Plan.									JSP 375 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.
6	Alpine Race	Technical difficulty – falls	Competitors and Race Officials	1. Courses designed and groomed to comply with international homologation regulations. 2. All courses cleared with Chief of Race and TD prior to inspection and racing.	3	2	6	Yes	No				
7	Alpine, Nordic or Biathlon Race	Significant descents – falls	Competitors and Race Officials	1. Courses designed and groomed to comply with FIS homologation requirements. 2. All courses cleared with Chief of Race and TD prior to walking and racing. 3. All courses briefed to team captains prior to the inspection, with areas of concern being highlighted. 4. Competitors encouraged to race within their skiing capability. 5. Teams are encouraged to practise on areas of significant technical challenge and additional fencing/padding inserted where required. 6. All must be assessed for difficulty and danger both for novices and	3	2	6	Yes	No				

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				competitors at highest speeds. 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 may cease, dependant on event, until available.									
8	Nordic or Biathlon Race	Mass Start collision	Competitors	1. Layout in accordance with FIS/IBU rules (see References) and specific location best practice.	3	2	6	Yes	No				
9	Alpine, Nordic or Biathlon Race	Start/ Finish Area collision	Competitors	1. Courses designed, carved and groomed to comply with FIS/IBU homologation requirements. 2. Layout planned, drawn, TD approved and rehearsed. 3. Clear briefing given to course setter and competitors. 4. Wide enough, clear skiing lanes to be provided for skiers at speed, especially after finish line. 5. Fences, barriers and cones used to delineate lanes/areas.	1	2	2	Yes	No				
10	Alpine, Nordic or Biathlon Race	Trips, falls or accident resulting in physical injury	Competitors and Race Officials	1. All participants are briefed on routes / races courses. 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	2	3	6	Yes	No				

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				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. 10. 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.									
11	Alpine, Nordic or Biathlon Race	Off Piste Skiing	Competitors and Race Officials	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.	2	2	4	Yes	No				
12	Alpine, Nordic or Biathlon Race	Sun/Ice/Snow Burns	Competitors and Race Officials	1. Use of correct and safe equipment (sun crème, lip salve, etc) and clothing. 2. Use of appropriate goggles/glasses. 3. Gloves must be used for all events.	2	2	4	Yes	No				TCs are to ensure individuals are aware of the risks of burns from Sun/Snow/Ice and the action to be taken if affected.
13	Alpine, Nordic or Biathlon Race	Avalanches	Competitors and Race Officials	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. 4. Piste Security are responsible for checking	2	3	6	Yes	No				Local SMEs are considered more appropriate to conduct course setting tasks.

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				the slopes prior to opening the ski lifts in resort.									
14	Alpine, Nordic or Biathlon Race	Equipment failure	Competitors and Race Officials	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).	2	3	6	Yes	No				Athletes are to sign a declaration at registration stating that they understand the risks during the exercise and that they contribute significantly to mitigating personal risks.
15	Alpine Race	Accident due to Course Hazards	Competitors	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	2	4	Yes	No				
16	Biathlon Race	Person shot during Range Practice	Competitors and Race Officials	1. All Biathlon training and competitions are conducted iaw References. 2. Purpose built range licensed by host for Biathlon trg and competition. 3. All range practices, including competitions, are supervised and managed by a trained, qualified, current and competent individual. 4. No unofficial range training practices are permitted during the exercise. 5. All participants are trained, qualified, current and competent on the	2	3	6	Yes	No				

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				weapon system in use and the Team Captain must sign a certificate to this effect for all team members. 6. First Aid cover (ITR BCD) present for all range practices. 7. Range officials/safety staffs constantly observe for poor drills and range regulation infringements. 8. During Patrol Race training practices, SA80A2 HK .22 Conversion magazines will only be used on the range. 9. On completion of the Patrol Race shoots the competitors will make safe with an empty blank firing magazine (yellow). 10. Spectators not allowed onto firing point. 11. Photographers/press to be under close control of a range official. 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. 13. Only authorised biathlon weapons and converted SA80 rifles are permitted to be used on the exercise. 14. All participants attend a range safety brief prior 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 (ITRs).									
17	Biathlon Race	Person shot due to Weapon Carriage During Racing	Competitors and Race Officials	1. Armourer checks weapons free from live ammunition or empty cartridge, for serviceability	2	3	6	Yes	No				

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				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.									
18	Military Patrol Race	Accident due to Course Hazards	Competitors and Race Officials	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 to inclement weather.	1	2	2	Yes	No				
19	Military Patrol Race	Individuals affected by Environmental Conditions	Competitors and Race Officials	1. Accurate weather forecast provided by Ex Controller. 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. 3. The Patrol Race organisers can amend the race (shorten/remove	2	3	6	Yes	No				

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				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. 4. Teams advised to carry additional warm kit as part of the equipment they are mandated to carry. 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. 6. A warm drink after each range practice.									
20	Military Patrol Race	Person shot due to Weapon Carriage	Competitors and Race Officials	1. NSPs will be carried out during the inspection process, weapons will then be made safe with a blank firing magazine (yellow). 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. 3. Unload is carried out by the team at the conclusion of the race during the post-race inspections.	2	3	6	Yes	No				
21	Military Patrol Race	Injury from shooting during Patrol Race	Competitors and Race Officials	1. All Patrol Race training and competitions are conducted iaw References. 2. Purpose built and licensed by host for Patrol Race trg and competition. 3. All Patrol Race range practices, including competitions, are supervised and managed by a trained, qualified, current and competent individual. 4. No unofficial range training practices are permitted during the exercise. 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	2	3	6	Yes	No				

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
Ref	Activity / element (Step 1a)	Hazards identified (Step 1b)	Who or what might be harmed and how, e.g. • Military personnel – fatality • Civ staff / contractors – injury • General public – injury • Environment – spill (Step 2)	Existing control measures (Step 3a)	Assessment with existing controls			Is residual risk acceptable in the context of risk appetite for the activity? (Yes / No) – Refer to Risk Score Calculation above If Yes, move to column (n). If No, identify additional controls (Step 3e)	Reasonable additional controls that can be implemented to reduce risk to ALARP (Step 3f)	Reassessment with additional control measures			List required action(s) to instigate controls (Step 3j)
					L (1 to 5) (Step 3b)	I (1 to 5) (Step 3c)	Score (L x I) (Step 3d)			L (1 to 5) (Step 3g)	I (1 to 5) (Step 3h)	Score (L x I) (Step 3i)	
				members. 6. Range officials/safety staffs constantly observe for poor drills and range regulation infringements. 7. SA80A2 HK .22 Conversion magazines will only be used on the range. 8. On completion of the shoot the competitors will make safe with an empty blank firing magazine (yellow). 9. Spectators not allowed onto firing point. 10. Photographers/press to be under close control of a range official. 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 may cease until available. 12. Only authorised and converted SA80 rifles are permitted to be used on the exercise. 13. All participants attend a range safety brief prior to their initial range practice. 14. All ammunition is held secure by Team Captains and is issued only just prior to conducting a practice at the range. 15. All ammunition is returned to Team Captains for safe storage after any range practice. 16. All participants must be trained in basic first aid (ITR BCD).									
22	Military Patrol Race	Incident on course	Competitors and Race Officials	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	2	2	4	Yes	No				Physical Network coverage check conducted at all check points/start/finish.

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				may cease until available. If injury is serious, Helicopter rescue is available.									
23	Military Patrol Race	Competitor ability may cause an accident	Competitors	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.	2	2	4	Yes	No				
24	Alpine, Nordic or Biathlon Race	Incident due to Environmental Issues	Competitors and Race Officials	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.	2	2	4	Yes	No				
25	Alpine, Nordic or Biathlon Race	Climatic Injury Dehydration. Heat exhaustion. Hypothermia. Heat Stroke.	Competitors and Race Officials	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	4	12	No	Compliance with JSP 375 and COs are made aware of letter Army Health Promotion: For those suffering from cold symptoms: GET INSIDE, if possible; KEEP MOVING; Jog on the spot; Wriggle fingers and toes, especially when static. What should I report? 1. Numbness that won't go away. 2. Pain, burning or pins and needles in hands and feet.	3	3	9	
26	Alpine, Nordic or	Getting lost	Competitors and Race Officials	1. All routes/races are conducted on well-marked	1	2	2	Yes	No				

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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	Biathlon Race			courses. 2. All participants conduct a course inspection prior to any event. 3. All routes are carefully planned, and teams are briefed on and are issued a map of all courses. 4. All participants must be trained in Map Reading (ITRs). 5. Escape routes are planned. 6. Appropriate local emergency authorities are made aware of events. 7. Exercise and race officials carry communications to base and/or emergency services (Mobile phones/ Hand-held Radios). 8. All participants are accounted for during events. 9. All events are conducted on familiar courses. 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	Nordic or Biathlon Race	Individuals hit by vehicles at stadium	Competitors and Race Officials and General Public	1. All vehicle movement is to be conducted iaw JSP 800 . 2. Use designated parking / crossing areas allocated by local authorities / stadium staff. 3. Team Captains are to brief their team members to use the dedicated parking area near the lift/stadium. 4. Vehicles are not to be parked on roads, unless directed to do so by local authorities. 5. Personnel are to cross roads at appropriate	2	2	4	Yes	No				

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				crossing points and are to take care when doing so.									
28	Nordic or Biathlon Race	Security of personnel, weapons, ammunition and possessions	Competitors and Race Officials	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	2	4	Yes	No				
29	Alpine, Nordic or Biathlon Race	Food care	Competitors	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	2	2	Yes	No				
30	Alpine, Nordic or Biathlon Race	Accident during travel to/from Exercise Venue	Competitors and Race Officials and General Public	1. All vehicle movement is to be conducted iaw JSP 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	3	3	9	Yes	No				

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				exercise caution embarking/disembarking from vehicles.									
31	Alpine, Nordic or Biathlon Race	Accommodation Fire	Competitors and Race Officials	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 exits always to be kept clear.	2	3	6	Yes	No				
32	Alpine, Nordic or Biathlon Race	Security	Competitors and Race Officials	1. Prior to deployment assess current security level. 2. All Team Captains briefed on arrival of the current security level and Op LOCKDOWN procedure. 3. Team Captains are responsible for briefing and managing their team's security. 4. All personnel to made aware of the use of electronic devices and social media.	3	3	9	No	Op LOCKDOWN rehearsed within 48hrs of the teams arriving in resort.	2	3	6	Compliance with JSP 440 .
33.	Alpine, Nordic or Biathlon Race	Individual not well enough to take part in physical activity.	Competitors and Race Officials	1. Prior to deployment, Units are responsible for conducting a conditions check on the suitability of individuals to participate in the competition. 2. All personnel are to assess their ability to conduct any physical activity daily. 3. Team Captains to monitor and refer any individuals that requires a medical review.	2	2	4	Yes					Compliance with AGAI Vol 1 Chap 7 .
34	Alpine, Nordic or Biathlon Race	Risk of COVID-19 spread	Competitors & Race Officials	1. Prior to deployment review LOC policy for COVID requirements: including: vaccinations and testing. 2. Specific national entry and travel requirements are adhered to.	3	2	6	Yes					Compliance with Pj Phoenix FHPI measures

Authorising Officer / Warrant Officer (at unit level)	No, Rank, Name	Post	Date	Signature
Existing and additional controls agreed				
Where risk is elevated up the CoC, CO to confirm additional controls implemented				

NOTES**Risk = Likelihood x Impact**

Likelihood		Definition
5	Highly Probable (Almost Certain)	Is expected to occur in most circumstances
4	Probable	Will probably occur at some time, or in most circumstances
3	Possible	Fairly likely to occur at some time, or some circumstances
2	Unlikely	Is unlikely to occur, but could occur at sometime
1	Remote / Rare	May only occur in exceptional circumstances

Impact		Definition (Health Safety and Environment)
5	Critical	<ul style="list-style-type: none"> Multiple fatalities or permanent, life changing injuries. Permanent loss or damage beyond remediation of an important and publicly high-profile natural resource, area or species. Multiple incidents causing a major environmental impact.
4	Severe	<ul style="list-style-type: none"> A single death or multiple life-threatening injuries. Severe damage over a wide area and/or on a prolonged basis to a natural resource, including controlled waters, or geography requiring multi-year remediation. Single incident causing a major environmental effect or multiple incidents causing significant effect.
3	Major	<ul style="list-style-type: none"> Single life changing injury or multiple injuries which have a short-term impact on normal way of or quality of life. Moderate damage to an extended area and/or area with moderate environmental sensitivity (scarce/ valuable) requiring months of remediation. Single incident causing significant environmental impact.
2	Moderate	<ul style="list-style-type: none"> Multiple injuries requiring first aid. Moderate damage to an area, and that can be remedied internally. Multiple incidents causing minor environmental effect.
1	Minor	<ul style="list-style-type: none"> An Injury requiring first aid Limited short-term damage to an area of low environmental significance/ sensitivity

Step 5 - Review the generic risk assessment and update if necessary - All generic risk assessments should be regularly reviewed at a frequency proportional to the risk prior to any controls being proposed. In practice generic risk assessments should be reviewed at least annually, or more frequently:

- where required by local instructions/procedures;
- if the safe execution of the activity relies on stringent supervision and/or adherence to a safe system of work;
- if there is reason to doubt the effectiveness of the assessment.
- following an accident or near miss.
- following significant changes to the task, process, procedure, equipment, personnel or management.
- following the introduction of more vulnerable personnel (e.g. persons under 18 or pregnant persons).

Risk Management		
Risk Rating	Authorisation	How Risk should be managed
1 – 3 (Very Low)	OC	Review periodically to ensure conditions have not changed and working within ALARP and risk appetite.
4 – 9 (Low)	CO	
10 – 12 (Medium)	OF5 / 1* Bde HQ	Good risk mitigations to ensure that the impact remains ALARP and tolerable. Re-assess frequently to ensure conditions remain the same.
15 – 16 (Medium to High)	2* Div HQ	Requires active management – review of desired outcome with additional resources or change to output requirements.
20 (High)	3* – HQ HC & FA	Contingency plans may suffice together with limited risk mitigations to achieve risk ALARP and tolerable.
25 (Very High)	4* – CGS, Army HQ	Operational capability where the required outcome impacts on defined military capability.

		• Incidents causing minor environmental impacts	
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