

Towing Trailers and Launching and Recovery of D&S IFCA's Vessels

Ref No.; Number: RA6

Date of Risk Assessment review: 14th June 2023

Risk Assessment review complete by: Sarah Clark

A. Towing trailers and transporting of vessels using trailers.

What are the hazards?	Who might be affected?	Existing Control Measures	Risk Level			Additional Control Measures	Risk Level			Action / monitored by whom?	Action / monitored when?
			C	L	R		C	L	R		
<ul style="list-style-type: none"> Traffic Road hazards Length of vehicle and trailer Protruding parts of boat e.g., propellers, FLIR camera (PV David Rowe) Poor maintenance of trailer Lack of pre-towing checks of trailer and vessel Members of public 	<ul style="list-style-type: none"> D&S IFCA Officers Members of the public 	<ul style="list-style-type: none"> Officers must obey the highway code at all times Maintain awareness of surroundings and other road users Drivers to be licensed to the correct level and have additional training where necessary All trailer lights to be checked before each trip Boat propellers fitted with covers while in transit Boat to be secured to the trailer in an appropriate manner Trailer to be maintained on a regular basis and serviced annually or when required and a record kept. 	3	1	3	<ul style="list-style-type: none"> Officers to follow Safe System of Work 001 Officers to be trained in all towing, launching and recovery procedures. Officers to use IAuditor to follow checklist for vessels, vehicles and trailers and record all checks . Officers to use ladder to access vessels An inventory is kept of all the patrol vessels' equipment with service dates and serial numbers Use of Banksman for all maneuvers Establish communication link between banksman and driver (personal comms sets) Trailer to be serviced every six months or more frequently if required. 	3	1	3	Enforcement Officers Senior Enforcement Officer	Post patrol debriefs Safe System of Work reviewed when necessary and at least annually.

B. Launching and Recovery of vessels

What are the hazards?	Who might be affected?	Existing Control Measures	Risk Level			Additional Control Measures	Risk Level			Action / monitored by whom?	Action / monitored when?
			C	L	R		C	L	R		
<ul style="list-style-type: none"> Trailer failure due to ingress of salt water Trailer failure due to lack of maintenance Slips and trips on slippery/wet ground Entanglement in ropes and straps Groundings Other vehicles/vessel in vicinity of launch/recovery site Environmental conditions such as tide Members of the public around public areas/slipways 	<ul style="list-style-type: none"> D&S IFCA Officers Other agency staff if working on joint patrol Members of the public Volunteers (if using vessel for survey work) 	<ul style="list-style-type: none"> Wear appropriate PPE at all times Launch from designated slipways Dynamically assess environment for suitability of launch and abort launch if deemed unsafe Keep public and other slipway users aware of presence at all times Communication must be maintained between driver and coxswain and banksman at all times Trailer to be washed down and flushed with fresh water after each immersion 	3	1	3	<ul style="list-style-type: none"> All PPE including life jackets are inspected prior to use and checks recorded on IAuditor. All life jackets have a R10 Survivor Recovery system device installed Officers to follow Safe System of Work 001 Officers to be trained in towing, through external training providers where appropriate For launching and recovery new Officers are trained by more experienced Officers in house Launching sites are known to Officers and agreed prior to setting off. The coxswain will determine the final point of launching and recovery. Officers to use IAuditor to follow checklist for vessels, vehicles and trailers and record and download all checks . All communication between Officers to be undertaken using their personal comms system Trained and certificated operators Trailer to be serviced every six months or more frequently if required. 	3	1	3	<p>Enforcement Officers</p> <p>Senior Enforcement Officer</p>	<p>Post patrol debriefs</p> <p>Safe System of Work reviewed when necessary and at least annually.</p>

C. Fueling of Vessels

What are the hazards?	Who might be affected?	Existing Control Measures	Risk Level			Additional Control Measures	Risk Level			Action / monitored by whom?	Action / monitored when?
			C	L	R		C	L	R		
<ul style="list-style-type: none"> Flammable fuel causing a fire risk Slips and trips due to spilled fuel and fuel hose Skin irritations Environmental damage / Pollution Mis- fueling 	<ul style="list-style-type: none"> D&S IFCA Officers Other agency staff if working on joint patrol Wildlife 	<ul style="list-style-type: none"> Any fuel spills to be cleaned up immediately using sand or appropriate method Only fill up at appropriate /suitable fuel stations Fire extinguishers in easily accessible positions at filling station 	3	1	3	<ul style="list-style-type: none"> No smoking, naked flame No use of mobile phones Gloves available / Use of PPE Spill kit to be kept in the towing vehicle in case of fuel spill. 	3	1	3	Enforcement Officers Senior Enforcement Officer	Post patrol debriefs Safe System of Work reviewed when necessary and at least annually.

Version Control

Date Assessed/ Reviewed	Officer undertaking review	Comments	Version
01/07/2018	Adam Walters		V1
12/07/2022	Sarah Clark/ Gavin Mayhew	Change of format and additional control measures added	V2
14/06/2023	Sarah Clark	Change to trailer service schedule	V3