GAR Worksheet

RCMSAR Green - Amber - Red Risk Assessment Process 2025

This worksheet is to be used prior to all on-water activities to confirm that risks have been identified and effectively mitigated. This worksheet lists the Risk Factors to be scored out of five and totaled.
It is accompanied by several pages containing reference and learning materials for the GAR process.

1 - 5

Mission or Activity

Identify and assess the risks associated with this mission. The mission does or does not fall within the capability of your RCMSAR crew and vessel. This includes the length, difficulty and complexity of all expected tasks (i.e. towing a large yacht).

Environment & Hazards

Identify and assess the risks related to the weather conditions/forecast (i.e. wind, sea, swell, heat, cold, rain, icing…), area of operations (i.e. narrow channels, shallows, poor charts, unmarked dangers, currents, tides, river outlets, traffic, backscatter lights…) or mission related hazards (i.e. smoke, fire, fuel, chemicals, fumes, enclosed spaces…)

Vessel & Equipment

Identify any vessel/equipment deficiencies (something doesn't work or doesn't work properly) and any shortfalls including PPE, portable and/or fitted equipment (you don't have something that would assist in the mission). You need equipment that's not normally carried onboard.

Planning

Identify any risks arising from your planning process (i.e. insufficient time or information). The plan should respect RCMSAR priorities (crew, craft, mission), follow RCMSAR procedures, accomplish the mission safely and address all identified risks.

Crew Selection

Crew requirements must be met by qualified members with sufficient hours. Additional crew may be embarked even if they are not qualified or do not have sufficient hours. Identify risks from inexperience related to mission, environment or vessel/equipment. Are crew assigned tasks that match their skill and experience? Identify and assess any risks arising from a failure to meet minimum crewing standards and/or any deficiencies in qualifications such as First Aid. Assess the risk of personnel in training filling key positions.

Crew Fitness

Every crew member is physically and mentally fit, including quality of sleep, to complete every aspect of the mission for the entire duration. Core and additional crew must be fit.

Supervision

All the above factors and complexities are compared against the Coxn's skills and experience. Are there risks arising from the demands of this particular mission and circumstances which increase the Coxn's supervisory workload? How much risk exists that the workload will become too much for the Coxn to manage? *This is about the Coxn's skill and experience level for this mission. It's not personal. Raise any concerns and trust your team mates to understand.*

Any Risk Factor with a score of 3
must be acknowledged & accepted by the Coxn
Any Risk Factor score of 4
must have specific mitigating action taken before proceeding
Any Risk Factor score of 5
Automatically makes the GAR RED

TOTAL GAR SCORE:

7-17	18-26	27-35
GREEN	**AMBER**	**RED**
PROCEED WITH MISSION	*MITIGATION REQUIRED THEN PROCEED WITH MISSION*	*STOP. GET HELP. NEW-PLAN, RE-GAR*

HOW TO GAR - SCORING

RCMSAR Green - Amber - Red Risk Assessment Process 2024

RISK FACTOR SCORING

Normally completed immediately after the briefing, RCMSAR's GAR identifies, assesses and mitigates risks in the plan by engaging the entire crew in the risk assessment process. GAR ensures that every member is confident in the team's ability to carry out the mission. One member will be tasked with leading the process by getting the crew's full attention and reading each of the major risk areas (Mission, Environment, Planning…) listed on the worksheet. As each category is read, the crew will respond individually by raising one hand and displaying a number from one to five. Each crew member should respond without regard to the scores of their colleagues and, ideally, would not see them at all. The member leading the GAR will record the highest score and move on to the next category. Crew members will score the risks using the following criteria:

1 – Lowest Risk Possible: Short, simple mission, in very good conditions, no time pressure, a very fit/experienced crew/Coxn with vessel and all equipment functioning.

2 – Low Risk: Conditions are favourable but not ideal. Straightforward mission, most information is known, benign conditions, qualified/fit crew, experienced Coxn with vessel and all equipment functioning properly. You can also assess something as a 2 if there is a risk that has already been identified and addressed/mitigated in the Coxn's briefing bringing it down to 2. i.e. You're bringing hats, water and sunscreen.

3 – Medium Risk: A score of 3 is given to minor risks that can easily be (but have not yet been) mitigated. For a score of three, all equipment is working properly and all crew are fit/qualified but there is some minor discrepancy or fault that impacts safety or the mission. Use a 3 when you know that the task can easily be made safer by changing the plan, equipment or crew. Examples include insufficient target information/location, additional planning time for an unfamiliar area, or using an experienced Nav during a challenging part of the transit.

4 – Increased Risk: Specific changes to plan, personnel and/or material are needed to mitigate risks before proceeding. There is a specific risk that the plan doesn't address or doesn't mitigate sufficiently. Examples include high winds/seas require reassessment before leaving sheltered waters, too few crew for the mission, and/or the SAR Vessel has one or more defects that impact the mission. *Unless well mitigated, a 4 includes low likelihood but high severity risks such as a toxic chemical exposure as well as highly likely but medium severity hazards such as high winds/sea when the mission is a vessel aground*. Log the mitigation. Deviations from RCMSAR procedures or equipment is normally a score of 4. Increased Risk scores are mitigated before proceeding but do not require a Re-GAR.

5 – High Risk: One critical/safety or multiple smaller risks are combined such as a storm coming in, a crew member is visibly unwell, mission/task appears beyond our capabilities, critical equipment (tow rope) is damaged, vessel is not SAR ready, mission too complex for a new Coxn. Whenever you're worried about a specific risk to life or limb, a score of 5 is appropriate. Re-GAR required.

Evaluating the GAR Score

The member leading the GAR will record the highest score from each member and the total score. The Coxn is participating in the GAR and once complete, they will direct the team to proceed or further mitigate risks as described below. GAR Scores are evaluated in two ways. First, the highest score from the crew in each category is recorded. If this is a 1 or 2, no action is required. If it is a 3 or 4, the Coxn has some actions/considerations to mitigate the risk. If any score is a **5**, the entire GAR is considered **RED**. Even if almost everything is favourable, one High Risk factor is sufficient to trigger a **RED GAR**. The second scoring aspect is the total GAR score. A high total score must always be examined because there may be cumulative risks to address. Several smaller risks can be just as dangerous as one obvious high-risk hazard. Both individual and total GAR score risks must be mitigated as described below.

Individual Scores

If an individual score requires mitigation, the Coxn shall determine the specific concern and address it as follows:

Any Risk Factor with a score of 3 should be mitigated in the plan or acknowledged & accepted by the Coxn
Option #1: "Here's how we'll change the plan."
Option #2: "I understand the risk and we're going to proceed with the following precautions."
Option #3: "I assess that risk as acceptable and we're going to proceed."

Any Risk Factor score of 4 should have a specific mitigating action taken before proceeding (leaving dock)
Option #1: "We will change these parts of the plan … to mitigate that risk."
Option #2: "We will add, repair or remove the following equipment … to mitigate that risk."
Option #3: "We will change the crew to bring in a member with experience in …. to mitigate that risk." **[If you add crew, Re-GAR]**

A score of 5 in any Risk Factor makes the total GAR Score RED. Mitigate Risks and Re-GAR

Total GAR Score

GREEN: 7-17 Proceed with the Mission

AMBER: 18-26 Mitigate identified risks. Then, Proceed with Mission
The mission will proceed once the Coxn has added specific mitigation to the mission plan, changed crew, added/repaired equipment or instructed the crew to take sufficient precautions to monitor the risk and prevent impact on crew or craft.

RED: 27-35 Stop. Get Assistance. Plan Again & Re-Assess Risks. Re-GAR
The mission may not proceed. The team will take time to do more planning, get more information and/or advice from an experienced Coxn. You must change your plan by adding specific mitigations before a mandatory Re-GAR. Consider terminating the mission.

HOW TO GAR - RISK ASSESSMENT

RCMSAR Green - Amber - Red Risk Assessment Process 2025

This page does not cover every possibility but is a detailed list of the types of questions that Coxswains and Crews must ask when planning a mission. They are designed to help mariners evaluate risk prior to and during on-water activities. Any risks that apply to your situation should be briefed, including the mitigation and trigger, prior to conducting the GAR. This detailed list of questions is for use in mission planning and GAR training. **This list is for training and reference. It is not intended to be read aloud during GAR**.

- **Mission or Activity**
  - Is this a normal RCMSAR activity? Have members of the team recently trained for this mission? Are there higher risk activities expected? (i.e. towing, boarding, transferring personnel, casualty handling)
  - How many crew does the mission require? Are the Navigator and/or Coxn familiar with the area?
  - Is this mission more complex than most missions? Are there multiple parts to the mission?
  - Communication and Coordination. Are there multiple units responding? How will you communicate? Will you be in VHF coverage the entire mission? Cellular? Satcomm?
  - How long is the mission? Will fatigue be a factor? Is a relief crew required or on standby?
  - Is the mission within normal communication ranges? Are additional communications required?
- **Environment or Hazards**
  - What conditions will be encountered enroute to, during and returning from the mission?
  - Are the weather conditions good or will they make the mission more difficult? i.e. Wind/Sea on site.
  - Do the environmental conditions pose a risk to the crew?
    - Heat exhaustion, dehydration, cold, hypothermia, freezing spray, reduced visibility etc…
    - Lighting, Sunset and visibility. Will poor lighting impact working conditions and increase risk?
    - Will noise interfere with communications or pose a hazard to the crew? High winds, helicopters or hovercraft operating nearby. Do you have ear protection?
    - Sea, Swell, Wind against Tide, fast/unpredictable currents, deadheads, debris in a tideline…
  - Does the weather forecast increase or decrease those risks during the length of the mission?
  - Are there significant weather changes that would impact the mission if it were extended?
  - Will you be operating near shallows, shoals, log booms, tidelines, riptides, river outlets etc?
  - Are there high levels of marine traffic, working vessels or wildlife? Fishing, recreational activities (i.e. kite surfing), float planes, wildlife, wildlife conservation areas, anchorages, traffic schemes etc…
  - Are there known or anticipated hazardous conditions at the mission site that could pose an immediate or a long-term health impact? If so, does the plan include actions on detecting hazardous or unknown chemicals, fumes or materials?
- **Vessel and Equipment Status**
  - Is all standard equipment operating correctly? Did you review the Duty Inspection or Deficiency Board?
  - Have all navigation tools been setup and confirmed before proceeding on mission?
  - Are the environmental conditions within your craft's operating limits?
  - Is your vessel well suited to complete the mission? Do you anticipate any issues?
  - Do you have the correct equipment for the mission? Is there something else you should have?
  - Is there another available vessel that is better suited to the mission?
  - If there are deficiencies, how are you going to overcome them?
- **Planning**
  - Have you had sufficient time to fully plan?
  - Does your plan include every element of the mission from leaving until returning to base?
  - Are there specific points in the activity where you plan to SAP and/or Re-GAR?
  - How much information are you missing and can you execute the mission safely without it?
  - Is the plan simple or complex? Are there opportunities for crew to misunderstand the plan?
  - Was the briefing effective covering all aspects of the plan including mission, risks and mitigations?
  - Is there a contingency plan? In areas of high risk, what are your tripwires and plans for ceasing activities and/or withdrawing safely?
- **Crew Selection** (Are these the right crew for today's mission?)
  - Does your crew meet minimum crewing standards including hours and crew/first aid qualifications? Ask them.
  - How many crew members are trained or experienced with this mission?
  - Do you have additional crew that can be included for training and assisting in the mission?
  - Additional crew can be New Crew or higher regardless of their hours. Can they participate safely?
  - Are the assembled crew capable of handling all helm and navigation tasks associated with the mission?
  - Have you selected the best crew member for each task?
  - How much training will you allow during the mission? Is there a time when training will cease?
  - Should you wait for a member with particular skills (i.e. advanced first aid) even though it is not mandated?
- **Crew Fitness** (Each member assesses themselves and their crewmates)
  - Has everyone passed the RCMSAR fitness test within 2 years?
  - Are any crew members operating below normal effectiveness? (i.e. tired, distracted, impaired, injured…)
  - Are lives at risk and is the crew ready to perform under stress?
- **Supervision**
  - If the Coxn is a Restricted Coxn, does the mission fall within their limitations?
  - Out of the available Coxns, is this Coxn best suited to supervise this crew/mission?
  - Does the Coxn appear to be alert, fit and fully engaged in the mission?
  - Does the Coxn prioritize actions based on the priority of crew, craft and then mission?
  - How much risk exists that the workload will become too much for the Coxn to manage?

HOW TO GAR - RISK MITIGATION

RCMSAR Green - Amber - Red Risk Assessment Process 2025

Regular and effective training that emphasizes safety, teamwork and effectiveness is critical to saving lives on the water. RCMSAR members mitigate the risks of marine SAR operations every time they train closed loop communications, check their PPE or maintain their vessel. In addition to those efforts, we use the GAR process to identify and mitigate the risks of specific SAR missions and training. The process does include a Re-GAR option, used during a mission, when the circumstances, environment or tasking are changing and increasing risk. There is a mandatory Re-GAR whenever there is a **RED** GAR total or an individual score of **5**. The GAR addresses the risks arising from a specific on-water mission or activity, *especially if deviating from RCMSAR standard equipment or procedures.* Basically, we're thinking about what we do, identifying what might go wrong and finding a way to prevent (mitigate) it.

Mitigating Risks

This portion of the GAR document will focus on the mitigations we put in place to reduce the risk to our crews and craft each time we go out on the water. Many mitigations (drysuits, helmets, safety procedures) are always in place. Others are put in place for certain types of environments (i.e. reduced visibility) or during specific tasks (i.e. towing). In some cases, when a risk might be encountered, a mitigation will only be used in specific circumstances. There will be a trigger or tripwire identified in advance so that the crew knows when to put that mitigation in place. Stop, Assess, Proceed (SAP) is also an integral part of RCMSAR risk management. This section provides guidance on the risk mitigation process and a list of common mitigations used by RCMSAR stations.

In order to manage risk, members must understand that mitigations do not completely remove risk. Risk mitigations reduce the likelihood and impact of potential risks, but they cannot eliminate them entirely. The goal of Risk Mitigation is to enhance safety and reduce the likelihood of accidents and injuries to a low level but there is always residual risk. RCMSAR is saving lives in an inherently hazardous and difficult to predict environment so we must always be seeking and mitigating risks to protect our crews and vessels.

Risk Assessment and Mitigation prior to the GAR

The GAR process allows us to rapidly confirm that we have identified all the hazards to our safety/mission, understand the risks and have sufficiently mitigated them so that we can accomplish our mission. During mission planning, prior to the brief, we identify potential hazards/risks that may impact the safety of our crew, craft or mission. We assess those risks and apply mitigation where appropriate. Then, we brief ensuring that every member of the crew understands the plan including risks and mitigations. Using the GAR process, each member considers the plan and mitigations to assess the remaining or residual risk. The highest of each individual score is the crew's assessment of the residual risk in each Risk Factor and is added to determine the Total GAR score.

Examples and Notes

Here are some examples of situations that may arise during planning and/or GAR to further illustrate the process. We are providing two example formats with the goal of reaching as many learners as possible. These are discussions provided for guidance not absolutes because every mission and circumstance will be different.

1. Mission or Activity – Conducting docking practice in a quiet harbour would probably be a score of 1 because the mission does not impose any additional risks beyond being on the water. Perhaps that goes up to a 2 if you're training new crew. If you're surrounded by expensive yachts, it goes up to a 4. There is an increased risk that you'll damage property or your vessel. To mitigate that risk, you could embark another crew person to look out or mentor the helm person so the Coxn can look out. If you were to change the location to an empty dock, you've effectively mitigated the risk so that the residual risk is back down to a 2.

2. Environment & Hazards – Even simple tasks at sea can be complicated by weather, sea and circumstance. A tow in high winds might be a 3 but, because the stricken vessel is located on a rocky lee shore, a crew member scores it as a 4. To mitigate the risk, the Coxn adds a plan to carefully approach and snatch the vessel away from danger while remaining in safe water. In addition, they add a tripwire that during the SAP, they'll reassess the danger with an onsite assessment before deciding to proceed. The risk identified by the score of 4 is mitigated by changing the plan so the mission can proceed. No Re-GAR.

3. Vessel & Equipment – The tubes are at a lower pressure than usual, so a crew member scores it as a 3. The Coxn acknowledges the risk, checks the tubes, decides the risk is acceptable and proceeds. Tasked on a mission to search for a missing vessel with ten passengers, a crew member notes that the vessel only has four emergency blankets and scores it as a 3. The Coxn instructs to crew to bring any additional blankets in the boathouse to partially mitigate the risk but without significantly delaying departure. Even a minor steering issue might be a 4 needing to be repaired before departure.

4. Planning – If the visibility is restricted and the route is planned with a high speed but, during the GAR, someone scores planning as a 4 because the waypoints go through a busy salmon fishing area. The Coxn might change the plan and bypass that area. In many cases, RCMSAR crews are tasked with incomplete information. When that lack of information, compromises the safety of crew/craft or our ability to complete the mission, that risk is identified in the Planning GAR score.

5. Crew Selection – If you don't have any crew that have sufficient hours to meet crew standards, that's a 4 or 5. The risk is that their skills will not be sufficiently practiced to keep the crew and craft safe. Mitigation normally calls for in date and qualified crew to be mustered before proceeding. When they arrive, the Coxn will brief and GAR before proceeding.

6. Crew Fitness – Every RCMSAR member onboard a vessel should be fit with a test passed in the last two years or it's a 5. Each crew member is assessing their own fitness compared to the expected physical and mental exertions expected on the mission. A bad back might be a 3 or 4 and a person grieving after a personal loss could be a 4 or 5 depending on the mission.

7. Supervision – Everyone assesses the Coxn's skills and experience to safely execute this particular mission. This is about the Coxn's skill and experience level for this mission. It's not personal. Raise any concerns and trust your team mates to understand. The Coxn will do a self-assessment and use critical thinking to compare their skills/experience against the most likely and worst case scenarios. This is probably the most difficult area for a Coxn to score themselves but we must place our priorities of crew, craft and mission ahead of all other considerations.

Here's another perspective on managing risk. If a risk is identified and mitigated in the plan, the GAR score is your assessment of how much risk remains after the mitigation. This is the residual risk. Ideally, all risks are identified and fully mitigated with GAR assessed as GREEN. If a risk is not identified and/or mitigated in the briefing, you raise the issue and allow it to be mitigated by the Coxn based on your GAR score. We are depending on each individual to provide their assessment without bias from the other members of the team. If you think something's 'a bit risky', that's a 3 or 4. If you deem something 'a bit too risky', it's your responsibility to assess it as a 4 or 5.

Risk Management Thought Process Matrix

Situation/Hazard	Risk	Impact	Mitigation	Trigger	GAR & Residual Risk
Poor Cellular Coverage	Possible loss of backup communications Vessel & Equip Score 2	Mission Effectiveness may be impacted	Not required (but a functioning SAT phone would mitigate further)	N/A	Very Low GAR Score 2
Heat Wave in open vessel with dry suits	Crew Overexposure Environment Score 3	Crew Safety & Reduced Mission Effectiveness	Water, Hats, Sunscreen and monitor each other	On Departure. Entire time exposed to high temperatures	Low - Crew Protected but monitoring required GAR Score 2
Reduced Visibility and High Traffic Area expected along the planned route	Collision & Injury Mission Score 4	Crew Safety. Delay or failure to arrive at mission	Most experienced navigator on Nav Station; Reduce Speed; Avoid high traffic areas	Normal operation until approaching an area of concern. Then, implement mitigations	Medium – risk still exists but effectively mitigated. Mission Score 3
No telltale port engine. Navigation Training Mission.	Engine failure. Engine Damage. Vessel/Equip 5 RED	Craft Safety. Mission failure	Repair Engine before proceeding	Engine repair has a higher priority than training mission	Once engine is repaired, Re-GAR
High winds and rocks awash with a vessel aground pounded by waves	Difficult Mission & Crew Communications Risk of Running Aground Mission Score 4 Environment Score 4 Total GAR Score 18 **AMBER**	Crew/Vessel Safety Difficult Mission	Additional Crew to handle lines. Experienced Crew on Helm. Mission plan includes SAP, GAR & exit strategy	Prior to departure. The plan is to SAP and Re-GAR before approaching shallows	Mitigations in place but there is still residual environment risk Mission Score 3 Environment Score 4 Total GAR Score 17 **GREEN - PROCEED**
Missing vessel. No comms since Mayday. Souls Unknown. Large Area. Night. Cold temp. Reduced Vis in Snow. River mouth. Standing Waves. Newer Coxn. Minimum Crew. We are the only SAR asset available.	Navigation Hazards Inability to locate vessel Extended search and unknown rescue requirements. Mission 4, Enviro 4, Vessel/Equip 4, Plan 4, Crew Fit 3, Crew Selct 4, Supervision 4 Total GAR Score: 27 **RED**	Crew/Vessel Safety Long & Difficult Mission expected	Take time to chart nav hazards close to search area. Call in additional Crew. Plan for relief vessel & crew so mission is shorter. Add experienced Coxn. Request additional info from CCG. Additional PFDs, blankets, warm clothes.	Prior to departure and for entire mission. ***Re-GAR is required to prior to proceeding because crew members have been added.***	Added planning, gear and crew mitigate risk sufficiently to proceed. Mission 3, Enviro 4 Vessel/Equip 2 Plan 2 Crew Fit 3 Crew Select 3 Supervision 2 Total GAR 19 **AMBER - PROCEED**

SAP and Re-GAR

After the initial brief and GAR, the situation will continue to evolve. Our process uses SAP and Re-GAR to adapt to those changes. Stop Assess Plan (SAP) will be used when arriving on scene or at any time/location where the risks may be increasing significantly. Following the SAP, the Coxn will brief and determine if a Re-GAR is necessary. If any risks have increased or new risks arise from your assessment, Re-GAR. If the risks remain unchanged, the Coxn will ask the crew if anyone would like to Re-GAR. If someone does, Re-GAR. If in doubt, Re-GAR. If at any time you change crew members, you brief the team and Re-GAR.

Local Area Hazards and Planned Mitigations

Risk identification is a continuous process, often informed by past incidents, near-misses, and hazard reports. Each Station will have their own collective experiences as well as local hazards ranging from log booms or seaplanes to standing waves or dangerous currents. These hazards / risks should be carefully explained to all crew and mitigations should be prepared in advance. Ideally, they are standardized across all crews and members should be regularly trained in these pre-planned mitigations. However, these local hazards remain part of the GAR process. They still must be identified and the mitigation included in the brief, but those mitigations are more easily managed because of your planning and training.

Other references for stations working on local hazard management are CCG's Pre-Operational Risk Assessment (PORA) process and USCG's Operational Risk Management (ORM).

Briefing

You must brief before GAR. During the briefing, a Coxn will present their plan, identifying risks as well as mitigations. The crew will GAR based on the briefing and the knowledge of the rest of the crew members. Although the briefing is important for the GAR process, there is no mandatory briefing format. The SMEAC (Situation, Mission, Execution, Administration, Communications) format is recommended and taught at our SAR school.

Mitigation Guidance

There are many ways to mitigate and reduce risks to acceptable levels. By acceptable, we mean that the mission can be safely completed and the benefits outweigh the risks to Crew, Craft, & Mission. We assess risks by the likelihood of it happening compared to the severity of the outcome if it does happen. Therefore, we can mitigate risks by reducing the likelihood or the severity. Preferably, we reduce both. By adding an additional lookout in a high traffic area, you reduce the likelihood that you won't see a vessel at risk of collision. By reducing speed, you increase your ability to evaluate risk of collision, reducing likelihood of a collision, and you reduce the severity (consequence of a collision) to crew/craft. There are several mnemonic tools such as STAAR (Spread out, Transfer, Accept, Avoid & Reduce) and the 4Ts (Tolerate, Terminate, Treat *aka Mitigate* & Transfer). These are valuable tools to consider different methods of mitigating risks but, in this document, we will focus on practical mitigations regularly used in RCMSAR missions/exercises.

There are three main methods that RCMSAR crews use to mitigate risks: People, Planning and Vessel/Equipment.

- **People** – changing the composition, employment or management of the crew (Remember to Re-GAR when adding crew.)
  - Add a more experience crew member (to supervise New Crew and/or fill a specific role).
  - Add a crew member with specific expertise (navigation or first aid) or local knowledge
  - Bring additional crew for lookout, line handling or comms duties
  - Change a crew member who does not have the necessary skills or experience
  - Remove a crew member who is not prepared to undertake the mission
  - Add a more experienced Coxn or Replace a Restricted Coxn when the mission parameters are outside their training/expertise
  - Add an experienced supervisor reducing the Coxn's workload to focus on crew, craft, mission
  - Assign a dedicated safety observer reducing the Coxn's workload
- **Planning**
  - Take the time to communicate risks and potential problems with the team
    - Get their input and ensure they understand residual risks before the GAR
  - Seek advice from experienced mariners including from other stations, CCG and local experts
  - Delay departure to gain planning time and/or gather more information
    - Keep JRCC informed of ETD/ETA and information requirements
  - Delay or Reschedule until weather / environment improves so that the risk is manageable
  - Delay to provide refresher training or a dry run to ensure team is ready
  - Break long or complex missions down into smaller phases
    - Brief the overview of the mission and give a detailed brief at the start of each phase
  - Have a communications plan
    - Establish communications with internal or external support
    - Establish a check in plan at pre-determined times and/or locations
- **Vessel & Equipment**
  - Ensure that the crew has sufficient time to check vessel and equipment properly
  - Take additional PPE or precautions to reduce impact of environment or mission (hats, water)
  - Check mission critical equipment
  - Check all communications equipment especially if connecting with external agencies
  - Confirm full e-navigation setup and function. No shortcuts
  - Think about this mission and, if possible, bring any equipment that will improve safety or effectiveness
  - Make necessary repairs and mitigate potential problems with non-critical equipment

The ultimate mitigation is refusing to expose the crew and craft to those risks. If the team cannot sufficiently mitigate risks to proceed, the mission should be terminated.

The entire crew participates in GAR and their assessment can allow a mission to proceed. However, the Coxn makes the final decision to proceed.

Regardless of the GAR, the Coxn shall only proceed with the mission if the Coxn is convinced that it is safe to proceed.