

# WRC 2025 Croatia Risk Assessment

**RISK ASSESSMENT OF:** Extrication challenge – Interior Assessor

**PREMISES**

**EQUIPMENT**

✓

**VEHICLE**

✓

**SYSTEM OF WORK**

✓

**RISK ASSESSMENT BY:** Paul HAMER / Mateo TROP, David COCKBAIN

**DATE COMPLETED:** July 2025

**DISCIPLINE LEAD SIGN OFF:**

**DATE FOR REVIEW:** July 2026

Notes:

See separate risk assessment for Logistics vehicle preparation and Extrication Competition.

Control of public/spectators is covered by a separate risk assessment.

TASK	HAZARDS IDENTIFIED	WHO MAY BE HARMED AND HOW?	EXISTING CONTROLS	IS THE RISK ADEQUATELY CONTROLLED? (YES / NO)	ADDITIONAL CONTROL MEASURES & COMMENTS	SECTION / PERSON RESPONSIBLE
<b>Positioning within the Vehicle</b>	Risk of injury from sharp edges, broken glass, syringes/needles or unsecured objects inside the vehicle.	Interior assessors may sustain cuts, bruises, or other injuries.	Thorough vehicle inspection for hazards at time of preparation/crushing and by discipline lead before insertion of the assessor; use of protective equipment (PPE) such as gloves and padded clothing.	Yes	Confirm safe positioning by the command assessor before starting; ensure all sharp edges are covered or removed; provide a safety briefing on positioning techniques. Challenge Interior Assessor coordinator to ensure Casualty is safely located and equipped with the	<b>Discipline Lead</b>

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					appropriate safety protocols before entering the vehicle	
<b>Entrapment Risk</b>	Potential for assessors to become trapped in the vehicle during extrication.	Interior assessors may experience panic, claustrophobia, or physical injury if not freed promptly.	Clear communication protocols established with the extrication team; assessors trained in escape techniques.	Yes	Implement continuous monitoring of assessors by the assessing team; use a buddy system for added safety; ensure assessors are familiar with the escape plan.	<b>Discipline Lead</b>
<b>Extrication Process</b>	Risk of injury during the extrication process due to sudden movements, ejection of material, falling debris, or equipment failure.	Interior assessors and extrication personnel may suffer from cuts, bruises, or crush injuries.	Strict adherence to safety protocols during extrication; use of designated equipment and trained personnel for the process.	Yes	Conduct regular safety drills for the extrication team; ensure all equipment is inspected and maintained before use.	<b>Discipline Lead</b>
<b>Psychological Stress</b>	Psychological stress from being in a simulated rescue situation, including panic or fear of entrapment.	Interior assessors may experience anxiety or stress, impacting their performance.	Psychological support provided before and after scenarios; assessors briefed on the process and expected outcomes.	Yes	Incorporate rest periods for assessors during the scenarios to alleviate stress; offer debriefings to discuss experiences;	<b>Discipline Lead</b>

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					provide access to mental health resources if needed.	
<b>Communication Failures</b>	Miscommunication between assessors and the extrication team can lead to accidents or delays in response.	All personnel involved may be at risk due to misunderstandings during the scenario.	Clear communication protocols established; use of radios or hand signals for effective communication.	Yes	Establish a communication system (preference is radios with ear spikes) between the medical assessor and the interior assessor for real-time updates on the assessor's condition; conduct regular communication drills to reinforce protocols.	<b>Discipline Lead</b>
<b>Environmental Hazards</b>	Weather conditions affecting visibility and comfort (e.g., heat, rain).	Assessors may experience discomfort, impacting their focus and performance.	Monitoring of weather conditions; provision of adequate shelter and hydration for assessors.	Yes	Have contingency plans for extreme weather; ensure access to hydration and cooling measures if needed.	<b>Discipline Lead</b>

### System of Work for Interior Assessor during Extrication Scenario

#### 1. Objective

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To establish a systematic approach for the role of the interior assessor during an extrication scenario, ensuring safety and effective communication while minimising risks.						
<h2>2. Scope</h2> <p>This system of work applies to all personnel involved in the role of the interior assessor during the World Rescue Challenge extrication scenario, including assessors, logistics teams, and medical personnel.</p>						
<h2>3. Responsibilities</h2> <ul style="list-style-type: none"> <li>• Technical Lead: is responsible for understanding the requirements of this risk assessment and specifically ensuring that all reasonably foreseeable safety risks are identified and controlled.</li> <li>• <b>Interior Assessor (IA):</b> Responsible for providing feedback on the extrication process from within the vehicle and ensuring personal safety.</li> <li>• <b>Command Assessor:</b> Responsible for confirming safe positioning of the <b>interior assessor</b> along with <b>medical casualty liaison</b> and working with the <b>Logistics Team Lead</b> to oversee the overall safety of the scenario.</li> <li>• <b>Medical Assessor:</b> Responsible for monitoring the health and well-being of the <b>interior assessor</b> throughout the scenario and maintaining communication.</li> <li>• <b>Medical Casualty Liaison</b> - Responsible for confirming safe positioning of the <b>interior assessor</b> along with <b>Command Assessor</b>, ensuring IA has the correct PPE for the scenario and briefed before entering the vehicle</li> <li>• <b>Logistics Team Leader:</b> Ensure that all equipment and vehicles are prepared and that safety protocols are followed. Ensuring all tooling is serviceable and fit for purpose before being allocated to the pit. Oversee the responsibilities of the <b>Pit Crew Lead</b></li> </ul>						

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<ul style="list-style-type: none"><li>● <b>Pit Crew Lead:</b> Support the <b>Logistics Team lead</b> and oversee <b>Pit crew</b> responsibilities, Ensuring the scenario is set up and broken down safely as per the instructions from the Logistics Team Lead, coordinate with <b>Command Assessor</b> to ensure all risks are appropriate as per the scenario, and additional risks are not introduced</li><li>● <b>Pit Crew:</b> Work under direction of the <b>Logistics Team Leader</b> and <b>Pit crew lead</b> to ensure scenario is set up and broken down safely, tooling moved around pit appropriately, any damaged tooling or equipment is checked before use and reported to the <b>Logistics Team Lead</b>, Props and Vehicles are moved around site safely and within the appropriate safety protocols, safety barriers remain in place and movement of staff around the site is monitored</li><li>● <b>Safety Officer:</b> Monitor compliance with safety measures, ensure that all risk control measures within this risk assessment have been implemented and confirmed as appropriate, conduct pre-start safety briefings, and ensure that all personnel wear appropriate PPE</li></ul>						
4. Procedures						
4.1 Pre-Scenario Briefing						
<ul style="list-style-type: none"><li>● Conduct a comprehensive briefing for all personnel involved in the extrication scenario, covering:<ul style="list-style-type: none"><li>○ Roles and responsibilities of each team member.</li><li>○ Overview of the scenario, including the specific objectives for the interior assessor.</li><li>○ Key hazards identified and corresponding control measures.</li><li>○ Emergency procedures and communication protocols.</li></ul></li></ul>						
4.2 Vehicle and Interior Preparation						
<ul style="list-style-type: none"><li>● Inspect the vehicle thoroughly for hazards before positioning the interior assessor:</li></ul>						

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	<ul style="list-style-type: none"> <li>○ Check for sharp edges, broken glass, and unsecured objects.</li> <li>○ Remove or cover any hazards to minimize the risk of injury.</li> <li>● Ensure the vehicle is stabilised using appropriate safety measures (e.g., wheel chocks, blocks, barricades).</li> </ul>					
	<b>4.3 Personal Protective Equipment (PPE)</b> <ul style="list-style-type: none"> <li>● Ensure that the interior assessor is equipped with the necessary PPE: <ul style="list-style-type: none"> <li>○ Eye protection (safety goggles).</li> <li>○ Cut-resistant gloves.</li> <li>○ Hard hat.</li> <li>○ Steel-toed boots.</li> <li>○ High-visibility vest.</li> </ul> </li> <li>○ Radio communications</li> </ul>					
	<b>4.4 Positioning the Interior Assessor</b> <ul style="list-style-type: none"> <li>● The command assessor supported by the medical casualty liaison must confirm the safe positioning of the interior assessor inside the vehicle: <ul style="list-style-type: none"> <li>○ Ensure the assessor is securely positioned and that the environment is safe for operation.</li> <li>○ Provide guidance on optimal positioning for safety and effective feedback during the extrication.</li> </ul> </li> </ul>					
	<b>4.5 Communication Protocols</b> <ul style="list-style-type: none"> <li>● Establish a robust communication system between the medical assessor and the interior assessor: <ul style="list-style-type: none"> <li>○ Use radios (Preference) or if radios are not available then hand signals to facilitate real-time communication.</li> <li>○ Ensure that both assessors understand the communication protocols and emergency signals.</li> </ul> </li> <li>● Regularly check in on the interior assessor's condition throughout the scenario.</li> </ul>					

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<b>4.6 Monitoring and Continuous Assessment</b>						
<ul style="list-style-type: none"> <li>Implement continuous monitoring of the interior assessor by the assessing team:               <ul style="list-style-type: none"> <li>Use a buddy system to ensure that assessors are looking out for each other.</li> <li>The command assessor and medical assessor should maintain regular communication to assess the assessor's condition and safety.</li> </ul> </li> </ul>						
<b>4.7 Extrication Process</b>						
<ul style="list-style-type: none"> <li>Follow strict safety protocols during the extrication process:               <ul style="list-style-type: none"> <li>Ensure that all personnel involved in the extrication are trained and aware of their roles.</li> <li>Utilise designated equipment and maintain a clear area around the vehicle being extricated.</li> <li>Monitor the interior assessor's safety and provide immediate assistance if needed.</li> </ul> </li> </ul>						
<b>4.8 Post-Scenario Debriefing</b>						
<ul style="list-style-type: none"> <li>Conduct a debriefing session after the scenario to review:               <ul style="list-style-type: none"> <li>The performance of the interior assessor and the effectiveness of the extrication.</li> <li>Any incidents or near misses that occurred during the scenario.</li> <li>Gather feedback from the interior assessor regarding their experience and any safety concerns.</li> </ul> </li> <li>Discuss opportunities for improvement in future scenarios.</li> </ul>						
<b>5. Training and Competency</b>						
<ul style="list-style-type: none"> <li>Ensure that all personnel involved in the extrication scenario have received adequate training, including:               <ul style="list-style-type: none"> <li>Specific training for interior assessors on their role and safety protocols.</li> <li>Manual handling techniques and the use of PPE.</li> <li>Emergency response procedures.</li> </ul> </li> </ul>						

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<b>6. Monitoring and Review</b> <ul style="list-style-type: none"> <li>Regularly review and update this system of work to reflect changes in processes, equipment, or safety regulations.</li> <li>Conduct periodic audits to ensure compliance with this system of work and identify areas for improvement.</li> </ul>						

Risk Assessment Author	Date	Role	Approved	Amendments required	Amendments actioned
Paul HAMER / Mateo TROP	July 2025	Deputy Extrication Lead / Croatia Lead	Yes		
David COCKBAIN	August 2025	H&S Lead	Yes	Tracked Changes Accepted	
		Discipline Lead			
		Director Of Operations			