

## Doing a Last Minute Risk Assessment (LMRA) can help identify the hazards that you are about to encounter.

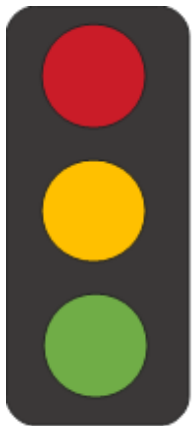
### GOOD PRACTICE

- ✓ Before stepping over, perform a Last Minute Risk Assessment of the jetty, looking at: state of walkways, wether walkways can be slippery, availability of handrails, lighting/visibility, etc.
- ✓ Determine wether tides, river currents, suction & suction from passing traffic or heavy winds will be of influence when moored.
- ✓ When carrying bags on/from board, ask someone to help you. This way you can have 3 *points of contact*.
- ✓ Taking action when the situation presents unacceptable hazards.
- ✓ Making sure emergency Services can safely reach your vessel/ accommodation when something goes wrong.



### BAD PRACTICE

- X Jumping or stepping over without doing an LMRA.
- X Identifying a hazard and ignoring it.
- X Not wearing appropriate PPE (safety shoes, life jacket, ...).
- X Not informing others when you are stepping over.
- X Putting a ladder up from the railing to the landside/ other barge, without tightening it or securing it otherwise.
- X Not lighting your vessel for warning oncoming traffic, no heads-up to traffic center.



#### 1. Assess the risk!

What could still go wrong / what hazards do you see?

#### 2. Think it over!

What is the cause of this?

#### 3. Take action!

What will you do to avoid the hazards?

### ACTION QUESTIONS

- How is a safe acces to the vessel warranted under all conditions?
- A waiting jetty next to locks, terminals, in a canal, on a river, in a protected port all present different risks. What are the differences?
- In addition to the points mentioned under *good practice*, what are other things you can look for when doing an LMRA??

