

# Annex G - example of MATRA risk assessment

## MATRA RISK REGISTER - GUIDANCE DOCUMENT

**LIKELIHOOD RANKING:** 4 = Probable, 3 = Likely, 2 = Unlikely (NB: It was agreed to use the more specific term, 'Less Likely'), 1 = Improbable

**IMPACT RANKING:** 4 = Substantial; 3 = Significant, 2 = Moderate; 1 = Minor

**CONSEQUENCE CATEGORY:** (Insert - SAFET)

THREAT (DEFINITION OF THREAT)	LEAD AGENCY	SUPPORT AGENCIES	CONSEQUENCE (IMPACT)	RISK SCORED AT INHERENT LEVEL		VULNERABILITY ASSESSMENT (KEY ASSETS AND MITIGATING CONTROLS)	VULNERABILITY ASSESSMENT (WEAKNESSES)	EMBEDDED MONITORS (EM) EARLY WARNING INDICATORS (EWI)	RESIDUAL RISK					
				Likelihood (Probability of occurrence)	Impact				Likelihood (Probability of receipt & actions)	Impact				
										Safety	Security	Economic	Reputation	
1 Hijack Seizure by force or threat of violence of a vessel whilst at sea or in port and forced to deviate from or prevented from completing its scheduled route			Loss of life Personal injury Loss of or damage to vessel Environmental impact Loss of use of port facility Substantial financial loss to shipping company/port authority/operator Substantial financial gain to perpetrator Disruption to port/shipping business			<b>Key Assets:</b> Passengers; Ship's Crew; Port Personnel; Vessel; Key Economic Targets; Cargo <b>Mitigating Controls:</b> ISPS Code Personnel and baggage screening according to vessel/voyage (under DTI direction and inspection) Police powers to stop and search Po	<b>Potential Weaknesses:</b> Lack of protection at sea Staff corruption Facilitation of personnel/material onto vessel by staff Lack of training and/or awareness Hijackers' ability to disable VTS Lack of police resources (including at sea) Lack of effective sec	<b>EM:</b> Security measurement systems DTI compliance reports Global trends <b>EWI:</b> Intelligence (including community intelligence)						
2 Sinking Deliberate scuttling of a vessel in a navigable waterway or channel			Loss of life Personal injury Loss of or damage to vessel Environmental impact Loss of use of port facility Substantial financial loss to shipping company/port authority/operator Disruption to port/shipping business Damage to re			<b>Key Assets:</b> Passengers; Ship's Crew; Port Personnel; Vessel; Key Economic Targets; Cargo; Navigable Channel <b>Mitigating Controls:</b> ISPS Code Personnel and baggage screening according to vessel/voyage (under DTI direction and inspection) Police powers to	<b>Potential Weaknesses:</b> Lack of protection at sea Potential for attack to originate and be executed from any maritime location Staff corruption Facilitation of personnel/material onto vessel by staff Lack of training and/or awareness Hijackers' ability to	<b>EM:</b> Security measurement systems DTI compliance reports Global trends <b>EWI:</b> Intelligence (including community intelligence)						
3 Vehicle Borne Improvised Explosive Device (VBIED) Detonation (or attempted detonation) of an explosive device carried to the site of the explosion by a vehicle or vessel			Loss of life Personal injury Loss of or damage to vessel Environmental impact Loss of use of port facility Substantial financial loss to shipping company/port authority/operator Disruption to port/shipping business Damage to re			<b>Key Assets:</b> Passengers; Ship's Crew; Port Personnel; Vessel; Key Economic Targets; Cargo <b>Mitigating Controls:</b> ISPS Code Personnel and baggage screening according to vessel/voyage (under DTI direction and inspection) Police powers to stop and search Po	<b>Potential Weaknesses:</b> Lack of protection at sea Staff corruption Lack of training and/or awareness Lack of police resources (including at sea) Lack of effective security regime at port Lack of control over other vessels Difficult to apply security measur	<b>EM:</b> Security measurement systems DTI compliance reports Global trends <b>EWI:</b> Intelligence (including community intelligence)						