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3 Jul 12

## MEMORANDUM

From: *E. A. Kvistad*  
E. A. Kvistad, CWO  
CGD EIGHT (dwa-wr)

Reply to OTO  
Attn of:

To: District Eight Western Rivers (D8WR) Boat Crew Program Members

Subj: USE OF THE GREEN-AMBER-RED (GAR) MODEL

Ref: (a) Operational Risk Management COMDTINST 1541.1 (series)  
(b) Auxiliary Boat Crew Qualification Guide, Volume II: Coxswain COMDTINST M16794.53A (series)

1. Ref (a) is the current instruction that provides guidance on risk assessment/mitigation principles and procedures. In its current form it authorizes Operational Commanders to modify the GAR model to best capture risk according to the unique characteristics of their missions and operators.
2. This instruction is in the final stages of revision and the new instruction will formally standardize the GAR model to reflect the six traditional categories of Planning, Supervision, Crew Selection, Crew Fitness, Environment and Event or Evolution Complexity.
3. The Coast Guard wants to ensure that any vessel or aircraft used in operations will have zero equipment discrepancies prior to launch.
4. Accordingly, in anticipation of these forthcoming changes to official policy, use of the enhanced GAR model with the "Equipment" category is no longer authorized. All CG Auxiliary members shall use the GAR model as depicted in ref (a).
5. All CG Auxiliary facilities shall be inspected IAW task COX-03-04-AUX of ref (b) prior to conducting a risk assessment when making preparations to get underway. If any discrepancies are noted they shall be corrected prior to conducting operations.
6. If equipment casualties occur while underway, then the potential hazard shall be evaluated using the Severity – Probability – Exposure (SPE) model IAW ref (a). Determine if the discrepancy constitutes a safety hazard. If it does, then take immediate action to correct it or return to the nearest safe harbor or anchor if impractical to correct underway. Advise the OIA as soon as possible.
7. If the discrepancy is not a safety hazard but degrades the facility's operational capability, advise the OIA of the impact to the mission and request guidance.

8. If the discrepancy does not compromise safety or operational readiness, then no action is required.

9. **Safety is always the highest priority!**

10. The standard GAR model is posted to the D8WR website for member use.

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SUMR

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