

Major Hazards Strategic Programme
2nd quarter report 2003/04 – Precursor Indicators

Annex C2

Major hazard Programme	Resource allocation <ul style="list-style-type: none"> Policy Prog (research & pub.) Inspection etc 	Progress with precursor indicators <ul style="list-style-type: none"> Record progress with indicators for this quarter Summarise actions to be taken as result of above 	Overall assessment of Plan delivery <ul style="list-style-type: none"> Provide overall assessment on whether or not the plan is on track or otherwise and if not what action is being taken to get back on track Summarise significant issues that might impact on the programme during the next quarter 	Key events/achievements and links to other HSE activities <ul style="list-style-type: none"> Briefly record good news stories including other HSE activities that impact on this programme
Nuclear	All NSD workplan activities contribute to delivery of the target.	<p>This is the second quarterly report during the shadow running period and it is too early to comment sensibly trends, etc. (This is likely to require at least 12 month's data and even then, given the low absolute numbers for each precursor and the amount of statistical "noise" observed in the trend data, any interpretation of the results will require a strong health warning.)</p> <p>Given the above there is nothing in the Q1+Q2 data to suggest any delivery problems and no remedial action is required at this stage.</p>	<p>The overall assessment for the nuclear indicator is "Green" with a Q1+Q2 value below the half yearly average for the baseline year. However, firm conclusions must await several more quarterly reports.</p> <p>There are no proposals for remedial action given the positive data at this stage.</p>	<p>Information has been exchanged with BNFL and British Energy who are carrying out a similar exercise to identify suitable precursors. A research project has been set up with Manchester University to analyse data to provide deeper understanding of underlying trends and causations.</p>
Rail	70% This is an estimate, we do not have the work recording in place to measure accurately	<p>Ditto</p> <p>The baseline data has been subjected to re-verification and has been modified slightly as a result. Some of the information is supplied on a voluntary basis by the rail industry and reporting patterns may not match up with BSC/ Ministerial reporting arrangements - this will mean highly provisional data being subjected to sometimes significant revision in future reports.</p> <p>Given the above there is nothing in the Q1+Q2 data to suggest any delivery problems and no remedial action is required at this stage.</p>	<p>The overall assessment for the rail indicators is "Green" with some a continued downward shift in values for 4 indicators (NB data for "track compromised" precursors is no longer available). However - firm conclusions must await analysis of several more quarterly reports before a high degree of confidence can be assigned.</p> <p>There are no proposals for remedial action given the positive data at this stage.</p> <p>Negotiations over improvement targets have continued with the industry. As a result HSE proposes to change to an industry-wide performance model - more details are included in a separate note.</p> <p>Although unlikely to have immediate impact, the projected cuts to Network Rail's budget of £5bn will undoubtedly have an effect on their renewal and maintenance programmes leading to increases to such things as broken rails, track faults, buckled rails etc. The impact, if any, will be assessed over the medium term.</p>	<p>Network Rail (in liaison with HMRI) has launched a level crossing policy and strategy to ensure risk associated with their use are reduced as low as reasonably practicable (May/June 2003)</p> <p>Network Rail (in liaison with HMRI) is currently revising its current SPAD strategy for serious (category A) SPADs.</p> <p>HMRI is on target with Network Rail Intervention plan (which covers several of the PSA target precursors)</p> <p>Network Rail's ongoing work to better control the maintenance of the track by:</p> <ol style="list-style-type: none"> improved automated techniques for inspecting preventive grinding to reduce the risk of RCF developing into broken rails exercising greater control over their contractors by making the decisions on the work

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Offshore	All permissioning work (major hazards inspection, investigation and assessment) undertaken will contribute towards a reduction; this amounts to around 70 sys in 03/04. Of this figure 5.2 sys is specifically targeted towards the reduction of hydrocarbon releases through key programme 1 – Managing Hydrocarbon Releases Offshore.	Ditto There is nothing in the Q1+Q2 data to suggest any delivery problems and no remedial action is required at this stage.	The overall assessment of the offshore indicator is “Green” with a Q1+Q2 value approximately 70% lower than the half-year average for the baseline year. And a similar Q3+Q4 performance will lead to a significant overachievement of the target trajectory in 03/04. (Again, this must be caveated by the need to await a longer data series). There are no proposals for remedial action given the positive data at this stage	Final release figures for 2002/03 after year 3 of the 4 year “Managing Hydrocarbon Releases Offshore” programme show an overall reduction of 39% (from 139 in 1999/2000 to 85 in 2002/2003) in the annual number of major and significant releases. A new target of a 10% year on year reduction in precursors up to the end 05/06 (from the 01/02 baseline) has been set. This is more ambitious than the original target and is on course to be met..
Onshore	All permissioning work (major hazards inspection, investigation and assessment) undertaken will contribute towards a reduction; this amounts to around 52.2 SYs in 03/04. In addition 0.1 SYs is being used to analyse the data and The following initiatives which contribute are included in the above 52.2 sys figure: Plant Integrity: 4.1 sys Occupied Buildings: 1.4 sys Increasing Human Factors activity in LT COMAH sites: 0.06 sys.	Ditto Given the above there is nothing in the Q1+Q2 data to suggest any delivery problems and no remedial action is required at this stage.	The overall assessment for the COMAH indicator is “Green” because the Q1+Q2 data is approximately 80% of the half-year average for the baseline year and approximately 20% below the target trajectory. There are no proposals for remedial action given the positive data at this stage.	The Performance Measures Project aims to establish and test a range of indicators which can be used by industry to demonstrate improvement in the control of major hazard risk. This should help focus on the factors which give rise to the incidents covered by the MH PSA and to develop programmes to effect improvements. We reported at the first quarter that The Scottish Chemical Industries Association are piloting these measures during 2003/04. Following a recent meeting the Chemical Industries Association and United Kingdom Petroleum Industries Association have now also agreed to participate in this pilot.