

To have a sustained reduction in the occurrence of precursor incidents in key major hazard industries regulated by the Health and Safety Executive over the period of the target 2004 - 2006.

How the target is measured

HSE plays an important role in the regulation of major hazard activities, i.e. those industries where control failures can lead to a “catastrophic” effect including rail, nuclear, offshore oil and gas and onshore chemical industries, and in ensuring the safe management of these industries. The target aims to reflect how well major hazard industries militate against failures in major hazard control systems within these industries.

The detail of how progress in each industry will be tracked is still under development. The degree of reduction necessary/achievable and the types of precursors to be monitored will be different for each major hazard industry. Arrangements for the delivery of this target will be described in the Business Plan for 2003/04 and linked Directorate operating plans for 2003/04.

Delivery strategy to achieve objectives

Enforcement of the safety case regime, or in the case of the nuclear industry the licensing regime, will be used as the starting point for HSE to deliver this target. Each major hazard industry operates on the basis of a safety case or licence under which the activities take place. HSE carries out inspection programmes that ensure the provisions in the safety case or license are being adhered to.

"Major Hazard" industries target – Key Requirements for achieving this target are:					
Responsibility	Requirement	Target/assumptions for 2005/6	Assumed impact on overall target by 2005/6	Status	
				Last Q	This Q
Rail Target: To reduce the overall value of the Rail Safety Index. [N.B. The previous data series has been replaced wef Q2]. 2001/02 baseline of 100 (weighted index value)	Delivery of Directorate operating plan	10% year on year reduction for this indicator	Each industry is deemed to contribute 25% to overall target delivery.	G	A

"Major Hazard" industries target – Key Requirements for achieving this target are:					
Responsibility	Requirement	Target/assumptions for 2005/6	Assumed impact on overall target by 2005/6	Status	
				Last Q	This Q
Onshore Target: To reduce the incidence of relevant RIDDOR-reportable Dangerous Occurrences including failure of pressure system and unintentional explosions 2001/02 baseline of 179 dangerous occurrences	Delivery of Directorate operating plan	6% target reduction for these indicators	Each industry is deemed to contribute 25% to overall target delivery.	G	G
Offshore Target: To reduce the number of Hydrocarbon releases off-shore 2001/02 baseline of 113 major and significant releases	Delivery of Directorate operating plan	10% year on year reduction for this indicator	Each industry is deemed to contribute 25% to overall target delivery.	G	A
Nuclear Target: To reduce the number of reports made to HSE by licence holders which indicate a challenge to nuclear safety 2001/02 Baseline 143	Delivery of Directorate operating plan	5% target reduction for this indicator.	Each industry is deemed to contribute 25% to overall target delivery.	G	G

Key assumptions

Success in the other major areas of HSE work ensures that resource is not diverted from delivery of this target into more urgent work.

Industry is a significant player and provider of the information and continues to be fully engaged and sympathetic to HSE's approach to regulation and to this target to deliver their contribution.

The socio-economic environment does not change in such a way as to introduce significant new risks to health and safety in Major Hazard industries, or to make comparisons over time difficult. For example, if the economic activity increases dramatically (e.g. oil and gas production levels but the number of hydrocarbon releases remains static) this could be considered an improvement.

Progress towards target

3 Delivering Major Hazards Target	Base Year		2003/04			
	2001/02	2002/03	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Rail indicators						
Signals passed at danger					Series discontinued and Replaced with Safety Risk Index*	
	172	143	36	36		
Track compromised	627	577	62	62		
derailments	63	56	17	15		
Acts of vandalism	921	741	113	72		
Level crossing incidents	182	176	50	77		
TOTAL	1965	1693	278	262		
Safety risk indicator	100	100.6	102	95	Unavailable	
Nuclear indicators						
Reports made to HSE by licence holders which indicate a challenge to nuclear safety	143	156	22	24	27	
Offshore indicators						

Major and significant hydrocarbon releases	113	85	28	31	23	
Onshore indicators (COMAH)						
Relevant RIDDOR reportable dangerous occurrences, e.g. unintentional explosions, failure of pressure systems	179	155	35	37	33	

**As forewarned in the last update the rail precursor series has been replaced by the new Rail Safety Index (SRI) developed by the Rail Industry. The reporting arrangements to HSE are reliant on the industry and there is a reporting lag of one quarter. The new Index is off track and an amber is assigned this quarter (precautionary pending analysis of several more quarterly reports before a high degree of confidence can be assigned).*