

**B/03/038**

**QUARTERLY PERFORMANCE REVIEW MEETING  
WITH DWP - 12 JUNE 2003**

**REPORT ON PROGRESS WITH DEVELOPMENT OF A PSA TARGET FOR  
MAJOR HAZARDS**

**Introduction**

This note provides an update on work to develop the target and summarises the main activities HSE is undertaking or plans to take to ensure delivery. It also contains brief details of work to engage key stakeholders.

**Background**

Work to deliver the target has to be seen in the broader context of HSE's overall approach to dealing with the major hazards sector - HSC's policy statement on permissioning regimes sets out the principles underlying our approach which is to prevent catastrophic events by securing systematic management of the hazardous activities and requiring dutyholders to demonstrate how they are managing risks.

In general the rate of incidents arising from major hazards activities is very low and the aim of permissioning regimes is to ensure risks continue to be effectively controlled - in other words to maintain current high standards. The operation of the various regimes to achieve this accounts for the vast majority of HSE's activities in the major hazards sector.

Nevertheless, HSE is determined, in cooperation with the major hazards industries, to drive out further improvements in the control of risk and the PSA target will help everyone to focus on what needs to be achieved.

**Target development**

Progress since last performance review

- 2001/02 agreed as common base year for all major hazard precursor indicators.
- baseline data for on-shore (COMAH regulated) major hazards and offshore precursors confirmed.
- precursor definition for the nuclear industry established - "reports made to HSE by licence holders which indicate a challenge to nuclear safety" - which will be applied to 15 licensees across 41 plants.
- baseline data for nuclear industry precursor established.

- baseline data for railway precursors agreed but subject to continued refinement to take account of the need to incorporate non-Network rail activities, e.g. London Underground, within the scope of the target.

The table below summarises the baselines now established.

<b>Sub-sector</b>	<b>Precursor</b>	<b>Baseline (2001/02)</b>
Nuclear	Reports made to HSE by licence holders which indicate a challenge to nuclear safety	143
Offshore	Major and significant hydrocarbon releases	112
On-shore (COMAH)	7 types of relevant RIDDOR reportable dangerous occurrences, e.g. unintentional explosions, failure of pressure systems	156
Railways	5 categories of indicators: (i) SPADs, (ii) track compromised, (iii) derailments, (iv) acts of vandalism, (v) level crossing incidents	196/ 837/ 93/ 984/ 182 respectively

#### Next steps

- establishment of options for an overall measure based on an index approach **by 6/03**
- analysis and refinement of data trends to establish trajectories and determine expected impact of specific programmes **by 7/03**
- confirmation of targets for individual precursor events (On-shore (COMAH) and Offshore likely to remain as now - 6% and 40% reduction respectively against baseline; Nuclear target likely to be 0%, i.e. no rise above baseline; and Railways to be determined by 8/03) **by 9/03**
- development of approach to normalising data to take account of changing activity levels, e.g. no of train journeys against no of SPADs **by 9/03**
- reporting of first provisional data **at Q2 review**
- development of options for an overall target **by 11/03**
- conclusion of discussions with key stakeholders to obtain commitment and encourage partnership **by 12/03**

## **Delivery strategy and consultation**

This next section summarises specific activities which are focused on delivery of the target.

### Nuclear

The majority of NSD's efforts are derived from their core work programmes and include monitoring compliance against licence conditions at each nuclear site and inspections of all nuclear sites under NSD supervision.

In addition to NSD's regular contact with licensees they have attended a H&S Directors forum on 22 May at which they the industry was briefed on the target development. There were discussions on how we can work together to reduce the numbers even further and agreement on how adverse trends will be identified and dealt with. NSD are also setting up meetings with licensees on performance indicators at which they will be discussing the precursor work.

At routine meetings with DTI there have been discussions about performance indicators for the industry and on future occasions this will cover specific issues relating to the PSA target.

### Offshore

The main objectives of OSD's efforts to reduce hydrocarbon releases are:

- Identification of common failure modes
- Increasing awareness of the consequences of poor performance
- Identification of root causes and effective remedies

This will be pursued through a programme of intervention work including: targeted inspection programmes; production of guidance in collaboration with the industry; and the development of an inspection guide to enable critical analysis of process safety management systems.

The hydrocarbon precursor target stems from a previous initiative on which there was extensive consultation with the industry including via. the Oil Industry Advisory Committee (OIAC). Further contacts are planned to discuss the way forward with the PSA target.

### On-shore (COMAH)

All COMAH permissioning work is expected to contribute to achievement of the target. Specific activities include: a project to improve plant integrity so as to reduce unplanned releases of COMAH substances; a project to improve the standards of occupied buildings on chemical sites; and work on human factors.

The suite of 7 dangerous occurrence indicators was drawn up in consultation with the Chemical Industry Association. Further consultation will begin as soon as possible following conclusion of the data analysis work on trajectories being undertaken currently.

### Railways

There are several specific initiatives underway, many in partnership with other rail regulatory bodies and with the industry. Examples include: work to complete implementation of the train protection warning system (TPWS) (to reduce SPADs); development of a track maintenance strategy and implementation of a new Network Rail programme for points failures and derailments; further development and implementation of DfT action plan on bridge strike prevention; revision of the legislative framework on level crossings; and implementation of the National Route Crime Group initiatives (and extension to other Network Rail zones) to reduce trespass and vandalism.

RI are in discussion with key players in the industry about the PSA target. It is important that the precursor targets align with existing and proposed targets set by OGDs and this is subject to on-going discussion including with DfT.