



Strathclyde Emergencies Co-ordination Group

**WEST
COMMUNITY RISK
REGISTER
JANUARY 2010**

The Community Risk Register categorises hazards into the following groups which are colour coded for ease of recognition.

Industrial Accidents and Environmental Pollution	(IAEP)
Transport Accidents	(TA)
Severe Weather	(SW)
Structural	(S)
Human Health	(HH)
Animal Health	(AH)
Industrial Action	(IA)
International Events	(IE)
Industrial Technical Failure	(ITF)

Risk Ref. Hazard or Threat Category	Hazard or Threat Sub-Category	Hazard or Threat Description and Scale	Likelihood	Impact	Risk Rating	Controls In Place	Lead Agency Risk Assessment
H2 (IAEP)	Fire or explosion at an onshore ethylene gas pipeline.	N/A	N/A	N/A	N/A	N/A	HSE (LEAD DEPT) SFR
HL26 (IAEP)	Localised fire or explosion at an onshore ethylene gas pipeline.	N/A	N/A	N/A	N/A	N/A	HSE (LEAD DEPT) SFR
H3 (IAEP)	Fire or explosion at an oil refinery.	N/A	N/A	N/A	N/A	N/A	HSE (LEAD DEPT) SFR
HL27 (IAEP)	Localised fire or explosion at an oil refinery.	N/A	N/A	N/A	N/A	N/A	HSE (LEAD DEPT) SFR

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<p style="text-align: center;">H15</p> <p style="text-align: center;">(IAEP)</p>	Maritime Pollution.	Spillage of up to 100,000 tonnes of crude oil into the sea, polluting up to 200km of coastline.	1 Negligible	3 Moderate	MEDIUM	International and national regulation of shipping aimed at preventing accidents by the safe construction, equipment and operation of ships by competent crews and shipping operators. Regulations enforced by Flag States and subject to rigorous Port State Control checks, co-ordinated in European waters. International Ship and Port Security Code; security service involvement. Maritime and Coastguard Agency and other authorities' contingency planning, including the National Contingency Plan for Marine Pollution from Ships and Offshore Installations backing up local and regional response and support plans. Maritime and Coastguard Agency's Major Incident Plans, in conjunction with those of other Category 1 Responders. Maritime and Coastguard Agency and Fire and Rescue Services' Maritime Incident Response Group.	<p style="text-align: center;">DfT/SGE (LEAD DEPT)</p> <p style="text-align: center;">MCA</p>

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HL4 (IAEP)	Major pollution of controlled waters.	Pollution incident impacting upon controlled waters, (for example, could be caused by chemical spillage or release of untreated sewage) leading to persistent and/or extensive effect on water quality, major damage to aquatic ecosystems, closure of potable abstraction point(s), major impact on amenity (i.e. tourism) value, serious impact on human health.	2 Rare	3 Moderate	MEDIUM	SEPA has a 24 hour Pollution Report Line and will take enforcement action where appropriate. Scottish Water has contingency plans to warn and inform the public and provide alternative supplies in the event of a major drinking water contamination incident. Pollution prevention and control regulations	SEPA MCA
HL5 (IAEP)	Major Land Contamination Incident.	Pollution incident (for example chemical spillage) leading to persistent and/or extensive effect on land quality, major damage to terrestrial ecosystems, property, amenity (i.e. tourism) value and major damage to agricultural/commerce, serious impact on human health.	1 Negligible	4 Significant	MEDIUM	Various legislation such as COMAH and REPPIR are in place to promote the safe operation of industrial facilities and to establish off-site contingency arrangements. The Pollution Prevention and Control Regulations govern the movement and disposal of waste materials. Statutory inspections of industrial processes. National and local site clearance arrangements	SEPA (LEAD DEPT) POLICE
HL33 (IAEP)	Forest or Moorland fire.	Forest or moorland fire across up to 50 hectares (0.5 sq km) -. Evacuation of up to 100 residential homes required. Up to 5 fatalities and 20 casualties.	2 Rare	2 Minor	LOW	Forestry Commission fire plans detailed for each area. Information from Met Office SFR Incident Command System Category 1 responders generic emergency plans and procedures	

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<p style="text-align: center;">H42</p> <p style="text-align: center;">(TA)</p>	<p>Rapid accidental sinking of a passenger vessel in, or close to UK waters.</p>	<p>500 fatalities and 1000 casualties, potentially with blockage of major sea-lane or port.</p>	<p style="text-align: center;">1 Negligible</p>	<p style="text-align: center;">4 Significant</p>	<p style="text-align: center;">MEDIUM</p>	<p>International and national regulation of shipping aimed at preventing accidents by the safe construction, equipment and operation of ships by competent crews and shipping operators. Regulations enforced by Flag States and subject to rigorous Port State Control checks, co-ordinated in European waters. Maritime and Coastguard Agency's Major Incident Plans, in conjunction with those of other Category 1 Responders. Maritime and Coastguard Agency and Fire and Rescue Services' Maritime Incident Response Group.</p>	<p style="text-align: center;">MCA</p>
<p style="text-align: center;">HL34</p> <p style="text-align: center;">(TA)</p>	<p>Fire, flooding, stranding or collision involving a passenger vessel in or close to UK waters leading to the ship's evacuation or partial evacuation at sea.</p>	<p>Up to 250 fatalities and 500 casualties.</p>	<p style="text-align: center;">1 Negligible</p>	<p style="text-align: center;">3 Moderate</p>	<p style="text-align: center;">MEDIUM</p>	<p>International and national regulation of shipping aimed at preventing accidents by the safe construction, equipment and operation of ships by competent crews and shipping operators. Regulations enforced by Flag States and subject to rigorous Port State Control checks, co-ordinated in European waters. Maritime and Coastguard Agency's Major Incident Plans, in conjunction with those of other Category 1 Responders. Maritime and Coastguard Agency and Fire and Rescue Services' Maritime Incident Response Group.</p>	<p style="text-align: center;">MCA</p>

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<p style="text-align: center;">HL37</p> <p style="text-align: center;">(TA)</p>	<p>Release of significant quantities of hazardous chemicals / materials as a result of major shipping accident.</p>	<p>Up to 50 fatalities and up to 250 casualties. Significant environmental / ecological damage.</p>	<p style="text-align: center;">1 Negligible</p>	<p style="text-align: center;">4 Significant</p>	<p style="text-align: center;">MEDIUM</p>	<p>International and national regulation of shipping aimed at preventing accidents by the safe construction, equipment and operation of ships by competent crews and shipping operators. Regulations enforced by Flag States and subject to rigorous Port State Control checks, co-ordinated in European waters. International Ship and Port Security Code; security service involvement. Maritime and Coastguard Agency and other authorities' contingency planning, including the National Contingency Plan for Marine Pollution from Ships and Offshore Installations backing up local and regional response and support plans. Maritime and Coastguard Agency's Major Incident Plans, in conjunction with those of other Category 1 Responders. Maritime and Coastguard Agency and Fire and Rescue Services' Maritime Incident Response Group.</p>	<p style="text-align: center;">MCA (LEAD DEPT)</p>

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HL11 Continued (TA)					LOW	ACPOS Protocol in dealing with major incident on the railway SFR Incident Command System	DfT (LEAD DEPT) BTP
HL12 (TA)	Local accident involving transport of hazardous chemicals.	Up to 50 fatalities and up to 500 casualties (direct injuries from the accident would be similar to road or rail accidents; indirect casualties are possible, if substance covers wide area). The extent of the impact would depend on substance involved, quantity, nature and location of accident. The assumption is based on phosgene/ chlorine.	1 Rare	4 Significant	MEDIUM	Category 1 responders Generic management Incident Plans SECG Temporary Mortuary Arrangements SECG Media Plan SEPA set emissions limits SFR Incident Command System Specialist Advice from SFR Technical Support Team Network Rail emergency plan Amey Highways major incident plans	DfT (LEAD DEPT) SFR
HL13 (TA)	Maritime accident or deliberate blockade resulting in blockage of access to key port, estuary, maritime route for more than one month.	Loss of port is likely to have an initial wider impact, but will quickly reduce as shippers seek alternative ports or methods of shipping. Economic impact on local dependent businesses.	1 Negligible	2 Minor	LOW	Awaiting further information	DfT (LEAD DEPT) MCA

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H22 (HH)	Influenza type disease (epidemic).	A serious epidemic of much greater severity than the usual seasonal flu. Weekly GP consultations for new episodes of flu-like illness likely to exceed 400 per 100,000 of population at the peak (compared with a peak of around 200 per 100,000 population per week in an average year).	4 Possible	4 Significant	VERY HIGH	Administration of flu vaccine. Implementation of Winter Pressures arrangements. Generic Outbreak plan may be implemented. Council Pandemic Influenza Arrangements partially implemented.	SGHD NHS BOARDS (LOCAL)
H23 (HH)	Influenza type disease (pandemic).	Each pandemic is different and the nature of the virus and its impacts cannot be known in advance. Previous pandemics have led to different outcomes. Based on understanding of previous pandemics, a pandemic is likely to occur in one or more waves, possibly weeks or months apart. Each wave may last around 15 weeks. Up to half the population could be affected. High number of cases could overwhelm health and other critical services and adversely affect business and the economy. Advice is "business as usual wherever practicable" and "stay at home and phone the national 'flu line if you feel unwell". All ages may be affected, but until the virus emerges we cannot know which groups will be most at risk.	4 Possible	5 Catastrophic	VERY HIGH	Scottish Government Health Department Pandemic Flu plan Exercise Coldplay developed & carried out throughout NHS Greater Glasgow & Clyde including CHP's & CH(C)P's. Vaccine developed & vaccination programme instigated to priority at risk groups. NHS Greater Glasgow and Clyde Pandemic Flu Plan. SECG Pandemic Flu guidelines. Local Authority and NHS Business Continuity plans. SECG Strategic would be constituted to manage the impact on the local infrastructure. National Government media campaign to keep the public informed, enhanced by local arrangements including the SECG Helpline. Council Pandemic Influenza	SGHD NHS BOARDS (LOCAL)

(AH)	(HPAI), Rabies and West Nile Virus).					Animal Health Act 1981. Animal Health and Welfare (Scotland) Act 2006. Control plans from MAFF and Animal Health (formerly SVS)	SVS
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HL42 (IA)	Loss of cover due to industrial action by workers providing a service critical to the preservation of life (e.g. emergency service workers).	A number of three day strikes with significant support over a two-month period affecting a single emergency service.	3 Unlikely	2 Minor	MEDIUM	Scottish Ambulance Service Industrial Dispute Plan. Scottish Ambulance Service Capacity Management Plan. Scottish Ambulance Service Strategic Co-ordinating Centre procedures. Memorandum of understanding with Scottish Ambulance Service and the British Red Cross.	
H30 (IA)	Loss of emergency fire and rescue cover because of industrial action.	A series of strikes by fire fighters, spread over a period of two months, perhaps lasting up to 24 hours each.	4 Possible	3 Moderate	HIGH	National Contingency Plan SECG Contingency Plan	SP

H31 (IA)	Significant or perceived significant constraint on the supply of fuel e.g. industrial action by contract drivers for fuel.	Filling stations, depending on their locations, would start to run dry between 24 – 48 hours. Panic buying would exacerbate the situation. Replenishment of sites would take between 3 - 10 days depending on location.	4 Possible	3 Moderate	HIGH	National Emergency Plan for Fuel SECG Fuel Sharing Protocol (work in progress)	SG
H33 (IA)	Prison Officer strike.	Prison Officer strike action for up to 48 hours in 80% of prisons.	Under Review	N/A	N/A	Awaiting further information	SG
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H35	Industrial action by key rail workers.	Strike action resulting in the total shutdown of the rail network on a UK national scale (e.g. action by signallers for more than 3 days) Greater impact if action occurs in a co-ordinated manner.	1 Negligible	2 Minor	LOW	Industry Contingency Plans in place and regularly monitored. Industrial actions against the railway is governed by the employment laws, contingency plans by the operators of the network and service providers are in place to deal with the likelihood of action affecting the network Network Rail Planning for Operational Contingency Withdrawal of Labour or Other Catastrophic Staff Shortages (2007). Business Continuity plans. British Transport Police Rail Strike Contingency Plans.	SGT POLICE

<p>HL43</p> <p>(IE)</p>	<p>International security or pandemic health situation resulting in influx of British Nationals.</p>	<p>Up to 10,000 British nationals deciding to return to UK to a single region within a 4 -6 week period following serious regional conflict, a sustained terrorism campaign against UK and other Western nationals, or an uncontrolled outbreak of pandemic flu.</p>	<p>4 Possible</p>	<p>N/A</p>	<p>N/A</p>	<p>National guidance required.</p>	
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<p>H38</p>	<p>Technical failure of upstream (offshore) oil/gas network leading to a disruption in upstream oil and gas production.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>SGEETD</p> <p>LA</p>

(ITF)							
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H39 (ITF)	Failure of water infrastructure or accidental contamination with a non-toxic contaminant.	Up to 50,000 people could be without piped drinking water for more than 24 hours and up to 3 days.	4 Possible	2 Minor	MEDIUM	<p>Scottish Water has integrated networks of trunk mains, storage reservoirs and distribution mains and can rezone supplies from one source to another as appropriate.</p> <p>Plans exist for emergency repairs of trunk mains and distribution mains and agreements are in place with specialist equipment manufactures and suppliers.</p> <p>All water treatment works have contingency plans for plant failure and loss of electricity supplies etc.</p> <p>Scottish Water has plans for the provision of alternative supplies of water via tankers, bowsers, static tanks, and bottled water deliveries.</p> <p>To enhance resilience and</p>	<p>SGEQD (LEAD DEPT)</p> <p>SW</p>

						contingency options across the UK, Scottish Water is part of a national mutual aid scheme to share equipment. During severe incidents up to 50% of an individual company stocks may be supplied to assist, this may include tankers, static tanks or bowzers and other specialist equipment. Contingency plans exist for key hospitals and prisons in local areas. Arrangements are in place with Local Authorities to allow vulnerable customers to be identified for alternative supplies.	
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H49 (ITF)	Loss of drinking water supplies due to a major accident, affecting infrastructure.	Up to 200,000 people could be without piped drinking water for more than 24 hours and up to one week.	1 Negligible	3 Moderate	MEDIUM	Scottish Water has plans for the provision of alternative supplies of water via tankers, bowzers, static tanks, and bottled water deliveries. Arrangements are in place with Local Authorities to allow vulnerable customers to be identified for alternative supplies.	SGEQD SW
H40 (ITF)	No notice loss of significant telecommunications infrastructure in a localised fire, flood or gas incident.	Loss of telecommunications for up to 100,000 people for up to 72 hours.	3 Unlikely	2 Minor	MEDIUM	Category 1 responder's generic emergency plans and procedures Council Civil Contingencies Arrangements. Council Business Continuity Arrangements.	SGEETD (LEAD DEPT) In conjunction with Local Category 1 Responders
H41	Technical failure of electricity network (Blackstart).	Partial or total blackout for up to 3 days. Destabilisation of the National Grid. Possible civil unrest, no alarms, street lighting, loss of life support machines, etc. Back-up generators available for	1 Negligible	5 Catastrophic	MEDIUM	Council Civil Contingencies Arrangements. Council Business Continuity Arrangements. Distribution Network Operators System Emergency Plan	SGEETD (LEAD DEPT) In conjunction with Local Category 1 Responders

(ITF)		limited time in some instances.				Black Start Plan	
H43 (ITF)	Telecom's infrastructure – human error.	Widespread loss of telecommunications (including public land line and mobile networks) at a multi-SCG or Scottish national level for up to 5 days.	3 Unlikely	2 Minor	MEDIUM	Council Civil Contingencies Arrangements. Council Business Continuity Arrangements. Distribution Network Operators System Emergency Plan	SGEETD (LEAD DEPT) In conjunction with Local Category 1 Responders
H45 (ITF)	Technical failure of electricity network.	Total shutdown of the electricity supply over Scotland, occurring during the working week and lasting for 24 hours.	2 Rare	4 Significant	HIGH	Council Civil Contingencies Arrangements. Council Business Continuity Arrangements. Distribution Network Operators System Emergency Plan	SGEETD (LEAD DEPT) In conjunction with Local Category 1 Responders