Hazards forum



The Hazards Forum Newsletter

Issue No. 75
Summer 2012

Web version

Hazards Forum Newsletter

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Edited by James Kearns

Views expressed are those of the authors, not necessarily of the Hazards Forum

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Hazards Forum Executive Secretary: *Brian Neale*

June 2012

Hazards Forum AGM 2012

Brian Neale and Tim Fuller

The Hazards Forum Annual General Meeting was held this year on Tuesday 20 March at the Institution of Civil Engineers, One Great George Street, Westminster, London SW1P 3AA, commencing at 16.30hrs. The meeting was chaired by the Hazards Forum Chairman, Rear Admiral (retd) Paul Thomas CB, who welcomed all attending, including Past Chairmen Sir David Davies and Dr Stuart Mustow. Also welcomed was Lord Hunt of Chesterton.

The Chairman reported that apologies had been given from Dr Jean Venables, Brian Wimpenny, Dave Fargie, Professor Bill Bardo, Professor Sue Cox, Professor Gordon Williams and James Kearns (Newsletter editor).

R/Adm Thomas stated that the Forum was saddened to learn, during the year, of the passing of Professor Sir Bernard Crossland and Professor Ernest Shannon, both of whom had had extensive involvement with the Hazards Forum.

Following this, the Chairman said that it was a great pleasure for him to announce that the Executive Committee was delighted to unanimously agree to award Dr Ian Lawrenson OBE the status Distinguished Member of the Forum in acknowledgement of the exceptional service he had given over a number of years. He had served as Secretary for many years before undertaking the role of Newsletter Editor for a further number of years. The Chairman pointed out that the Distinguished Member status was usually reserved for past Chairs of the Forum and had only honoured two other people in this way previously. The Chairman then presented Dr Lawrenson with a certificate to mark the occasion of his installation as a Distinguished Member.



Dr Ian Lawrenson OBE (left) being presented with his **Distinguished Member** certificate at the AGM by the Hazards Forum Chairman **Rear Admiral (retd) Paul Thomas CB**

Returning to the business of the AGM, R/Adm Thomas stated that the Annual Report of the Trustees for 2011 was available on the seats, as were the Notes from the previous year's AGM mentioning that these were reprinted from last Summer's Newsletter (No. 71).

R/Adm Paul Thomas reviewed the changes made to the Executive Committee during the year. Outgoing trustees Dr Jean Venables & John Barber were thanked for their respective contributions to the Forum. The Chairman welcomed Jane Willis

as the new HSE Observer, having taken over the role from Bob Simpson towards the end of the year.

The Chairman discussed the Newsletter, stating that this was an important tool for the Forum in fulfilling its charitable status. The Forum was particularly indebted to all those who have contributed content, as well as to the editor James Kearns, during his second year for producing the Newsletters to such a high standard. A regular feature that had developed in recent years was a piece from member organisations in line with a continuing initiative, noting that the continued support of the membership was appreciated. The articles help members to know more about others with similar interests in the mitigation of hazards and risks. The Forum would encourage further contributions for future editions.

R/Adm Thomas then discussed the Hazards Forum financial accounts for the year. Over the past few years the Trustees had established a policy to build up the reserves to a level corresponding to about one year's turnover as this would provide some insurance against a sudden loss of income. The accounts for this year shown in this report indicate a small loss. This was mainly due to the effects of the recession and the consequent loss of a few members. However, the end of year balance was considered acceptable in the circumstances, particularly as the trustees were content that the Forum should be able to move into a small surplus next year using a combination of membership fees (which have been increased), new membership, sponsorship and careful use of resources. He thanked Alexander Bierrum, the Independent Examiner for reviewing the accounts. Also, he thanked Brian Neale, the Executive Secretary and Tim Fuller & Janet Homer in the Secretariat and Accounts office for their hard work and support.

Moving to the new committee for the coming year from this AGM, he mentioned that there were two nominations for the trustee vacancies: Dr Luise Vassie (previously a co-opted member) and Andrew Petrie. The meeting was asked to ratify the nominations and as there was agreement, the Chair welcomed them both to the Executive Committee as Trustees. The Chairman said that steps were being taken to look for a candidate to fill the vacancy for a co-opted member.

There was a brief discussion in which the possible role the Forum may have with the European Commission was mentioned. It was also suggested that social scientists be involved within the area of risk. In this context it was noted that the June event would be involving social science input into risk perception.

In his concluding remarks, the Chairman thanked everyone for attending and said that the next AGM was planned for Tuesday 19th March 2013 at the same venue. The meeting closed at 17.10 hrs. This was followed by refreshments before the evening event on *A resilient transport infrastructure for a world event: From planning to implementation - the 2012 Games.*

New Executive Committee Members - 2012

We are pleased to introduce two new Trustees of the Executive Committee of the Hazards Forum and also a new Observer member of the committee. The two are new Trustees took up their positions at the AGM on 20th March, with the third being the new Royal Society Observer who took up this position after the AGM. The report of the AGM can be found at page two in this of Newsletter.

Trustees

Dr Luise Vassie BSc PhD MInstP CFIOSH

Executive Director – Policy, IOSH



Luise spent 16 years working in academia carrying out research and consultancy and delivering postgraduate teaching and training in health and safety management across a range of sectors including chemical and manufacturing. Luise has worked for IOSH for 7 years and has been a member of IOSH for more than 12 years. Luise leads the Policy division, including our public affairs, research, technical and communications activities. She is responsible for leading the strategic development and communication of IOSH policy, research and technical advice and guidance, including lobbying to raise IOSH profile and influence and position as a health and safety thought leader.

She has a PhD in laser physics and is a Chartered Fellow of IOSH. Luise was a co-opted member of the Hazards Forum Executive Committee from March 2011 until the AGM.

Andrew Petrie BEng MSc CEng MIChemE MIET CMIOSH

Head of HSEA – Network Rail Crossrail Programme
Chairman - IET Health and Safety Policy Panel



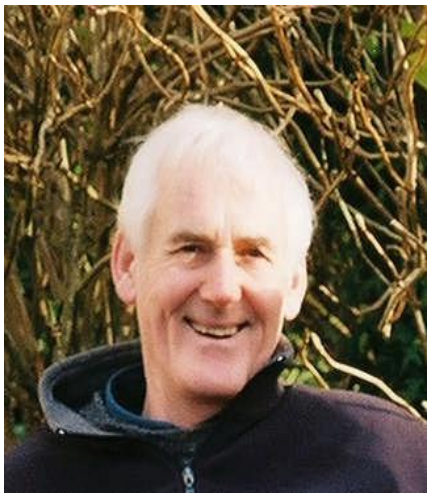
Andrew has over 15 years experience working as a safety professional in various industries and disciplines. With a BEng in Chemical Engineering and an MSc in Clean Technology Andrew initially worked as a process safety engineer in the Oil & Gas industry. Moving into a wider consultancy role he gained experience in other sectors such as nuclear, aviation and transport but has spent the last eight years of his career working in the rail industry with Transport for London and Network Rail.

Andrew is a Chartered Engineer and a member of the IChemE and the IET as well as being Chartered Member of IOSH. Andrew has been a member of the IET Health and Safety Policy Panel since 2010 and became the chairman of the Panel in June 2011; in this role he represents the IET at the Inter-Institutional Group for Health and Safety.

Royal Society Observer

Professor Julian Hunt CB MA PhD FIMA FRS HonFICE

Emeritus Professor of Climate Modelling - Department of Earth Sciences, University College London.



He is a Fellow of Trinity College Cambridge. Also, he is a J.M. Burgers visiting professor at the Delft University of Technology, Visiting Professor at Arizona State University and Hong Kong University. He is vice chair and a director of Globe International, which brings together legislators across the world focussing on legislation concerned with the environment.

He was created a Baron in the House of Lords (with the title Lord Hunt of Chesterton) in May 2000. Professor Hunt was elected a Fellow of the Royal Society in 1989 and was awarded the L.F. Richardson Prize of the European Geophysical Society in 2001. He is an honorary Fellow of the Roy Met Soc. He chaired the Royal Society Committee on Natural Disaster Reduction in 1990's.

He and his colleagues at Cambridge formed a company, Cambridge Environmental Research Consultants Ltd (CERC) which developed environmental software and in collaboration with other organisations, a new air pollution dispersion model which is now a standard model for the UK Environment Agency. He is working with Cerc and other collaborators on the environmental and security challenges of megacities.

He was Director-General and Chief Executive of the Meteorological Office from 1992-1997 and has been a consultant to several UK and international companies, as well as to government departments on environmental fluid mechanics and pollution.

Professor Hunt's studies of turbulent and stratified flows and dispersion modelling have been applied to many problems in environmental fluid dynamics including building design, the siting of wind turbines and air pollution dispersion. He has applied his studies of environmental science to policy issues of risk (in collaboration with the Lighthill Risk network), especially to integrated approaches to dealing with natural disasters and the effects of climate change. He held several visiting research appointments in USA, Europe, and Asia.

Footnote

A full and current list of all Executive Committee members can be seen at http://www.hazardsforum.org.uk/content/index.asp?CONTENT_ID=7

A Resilient Transport Infrastructure for a World Event: From Planning to Implementation – the 2012 Games

James Kearns

On **Tuesday 20th March 2012** the Hazards Forum hosted an **evening event.** The event was co-sponsored by the Institution of Civil Engineers and was held at their premise in Westminster, London.

Since the announcement in 2005 that London had won the 2012 Olympic Games there has been an ongoing commitment to ensure that planning and preparation considers all possible scenarios to ensure that London and the other venues can provide adequate resilience to support the Games. 2012 has been billed as the "public transport games" with the aim of getting 100% of all spectators expected at the London venues to arrive on public transport. As well as huge investment to increase the capacity and reliability of the transport systems they have had to consider the wider impact on the rest of the community who will be trying to go about their everyday lives while the world's biggest sporting event takes place in their back yards.

This evening event, which took place four months before the start of the Games, gave the opportunity to a number of the key stakeholders to talk about the plans that will be implemented in the summer of 2012.

The event began with a few brief words from **Hazards Forum Chairman** Rear Admiral (retd) **Paul Thomas CB**, who welcomed the audience and thanked the Institution of Civil Engineers for agreeing to co-sponsor and host the event. He then mentioned some changes that had occurred to the Executive Committee of the Hazards Forum at the AGM that had taken place just prior to this event. He thanked Dr Jean Venables CBE and John Barber, who were Hazard Forum trustees that had stood down this year. He also welcomed two new trustees – Dr Luise Vassie and Andrew Petrie. He then announced that Dr Ian Lawrenson OBE had been awarded Distinguished Member status of the Forum for exceptional service and that he was only the second non-chairman to receive the award.

Mr Thomas then introduced the **chair for the evening Anson Jack, Director of Policy Research and Risk** and **Deputy CEO** at **RSSB.** Mr. Jack thanked the Hazards Forum for holding this event and mentioned that a resilient transport infrastructure was very relevant to the Hazards Forum's agenda, which includes:

- promoting the public understanding of risk,
- promoting the understanding of specific technological and natural hazards,
- identifying key lessons from catastrophes, and
- working for the application of risk reduction and control strategies.

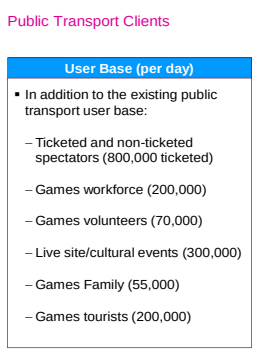
Mr. Jack then introduced each of the evening's speakers.

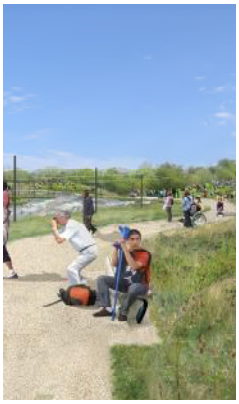
The event's first speaker was **Hugh Sumner, Head of Transport** for the **Olympic Delivery Authority.** In his talk, which was titled "*The Olympic Delivery Authority's approach to public transport for the Games*", Mr. Sumner explained the Olympic Delivery Authority's (ODA's) strategic approach to the development of the public transport system to ensure maximum reliability and resilience for the Games.

The second speaker was Assistant Chief Constable (**ACC**) **Stephen Thomas, British Transport Police lead** for **Olympic Transport Security**, who gave a talk titled "*The management of security across all transport modes for the Games*". This talk explained the strategic approach to the management of security across the public transport system, both in terms of counter terrorism and crime and disorder.

The final talk of the evening was given by **Nigel Furlong, Head of Resilience Planning** for **Transport for London**. In his talk, which was titled "*How Transport for London is affected by the Games and what they are doing to adapt*", Mr. Furlong described some of the major infrastructure investments that Transport for London (TfL) has implemented to increase the capacity and the reliability of the network such as the extensions to the London Overground and Docklands Light Railway (DLR).

Hugh Sumner began by setting the context for transportation during the Games. The Games will involve in effect, 26 world championships occurring at the same time with 900,000 spectators per day, 200,000 Games workforce and 70,000 Games volunteers. A quarter of the spectators will be travelling from outside the UK, and it is important to try to estimate where the spectators are travelling from as this will affect how heavily different elements of the transportation system will be used.





Alternative transport solutions will be arranged for the major capacity venues – such as park and rides, coaches and river transport. In addition, the operating hours of the DLR, mainline, Underground and Overground trains are being modified to deal with the extra demand.

Additionally, there will be an increased demand on other National Rail services as spectators travel to Games venues located outside of London. These other venues include Weymouth, Cardiff, Manchester and Newcastle. It is forecasted that 9,000 additional spectators will get on at West Midlands stations during the morning peak. In order to meet this extra demand, there will be 4,000 additional trains in use during the Games, and last train times have been extended to around 01.30 am for a number of services.





The Olympic Delivery Authority is also working to ensure that the transportation systems are accessible to as many spectators as possible. Boarding ramps are being trialled for the first time on the Underground, and zones 1 to 9 travelcards are issued with Games tickets. Free connecting shuttle buses and secure cycle parking facilities will be available, and there will also be no roadworks during the Games.

A Games Travel website was launched in March 2011 and a spectator journey planner that enables bespoke journeys to be planned was launched in June 2011. Transport bookings can also be made through the website. Many other additional "soft" measures – such as queue management and entertainment – are being undertaken to ensure that

spectators receive the best possible service during the games.

ACC Stephen Thomas gave the second talk of the evening, in which the approach to transport security during the Games was described. Mr. Thomas explained that the transport security challenge was a UK-wide operation involving multiple operators and multiple modes of transport. There will be significantly increased passenger numbers and there will be no tolerance of disruption or delays. The key challenge in managing Games time transport security is achieving the right balance between an open and free-flowing transport system and tightened security.

The Games is not the only event taking place during the summer of 2012. In a "Summer of Celebration", there will also be the Queen's Diamond Jubilee, Wimbledon Tennis, Euro 2012 football, World Pride and the Notting Hill Carnival – all of which will be putting strains on the transport system.



The vision for the security strategy during the games is to host an inspirational, safe and inclusive Olympic and Paralympic Games and leave a sustainable legacy for London and the UK. The aim is that this strategy will deliver a safe and secure Games, in keeping with the Olympic culture and spirit.

Games-time transport security is being delivered through the Transport Security Project (TSP), which is comprised of Aviation, Maritime, Rail and Road Modal Working Groups and Venue Delivery Teams for each of the locations that will be used during the Games.

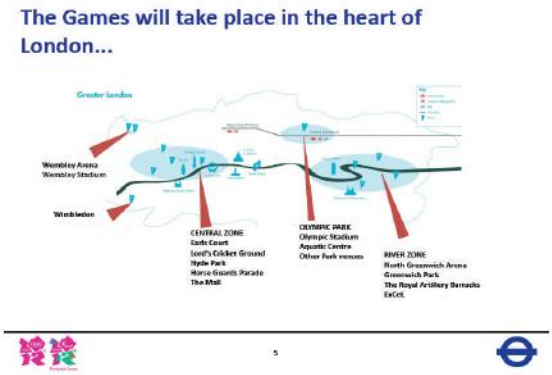


The TSP uses a risk based approach and assumes that there is a severe threat level – i.e. that a terrorist attack is highly likely. Risks are assessed from a "Risk Register" that was established in 2007, and is able to assess risks at venue level, as well as at national level for each transport modes. The TSP also uses the "Comparative Risk Assessment Methodology" (CRAM) in their risk assessments. This methodology has been developed to allow cross modal transport comparison and consistency, and evaluates risks based on their likelihood and impact. As well as terrorism, some of the other identified transport risks include domestic extremism, public order and natural events.

The evening's final talk was given by **Mr. Nigel Furlong**, who described some of the major investments that TfL has implemented to increase the capacity and reliability of the network. If TfL is to deliver a resilient Games, they need to answer three questions:

- Can business as usual be delivered during Games time?
- Are there contingency response/mitigation plans for short term operational problems (such as a road closure or a burst water main)?
- Is there a contingency response plan for a major incident in London?

There has been substantial investment in a number of public transport infrastructure projects. The Olympic Park will be more accessible through new developments at Stratford International and regional stations, which includes a new extension of the DLR line. Travel across the capital has also been improved with an extended London Overground network, new Overground and Victoria Line trains, longer DLR trains and an upgrade to the Jubilee Line.



There will be enhanced transport services during the Games, with tube, DLR and London Overground services running one hour later than usual and extra train services in the evening to cater for venue "bump out". There will also be around 200 extra buses, and Park & Ride direct coach services. Train services outside London are being enhanced as well, with additional and later services with special flexible ticketing arrangements.



Mr. Furlong dispelled some common myths regarding the Olympic Route Network (ORN), namely that the ORN will be full of VIPs travelling in specially designated lanes, and that there would be 100 days of disruption due to road restrictions. It was explained that any vehicle can use the vast majority of the ORN, and that it will come into operation just before the start of the Games, and will cease to operate as soon as it is no longer required.

It is hoped that the resilience of the London transport system will be improved by alerting the public to transport "hotspots" – stations that will be heavily used and will consequently have longer waiting times. If travellers are aware of the potential delays, then they can change their behaviour and find alternative transport routes, or travel during quieter times.

Anson Jack thanked the speakers for their presentations and then opened the floor for comments and questions. There was a question about whether the possibility of solar flares disrupting communications systems had been considered, to which it was answered that this has been thought about but it was found to be difficult to assess the impacts and that advice was being taken from the Cabinet Office. Another question was whether it would be possible to do real time exercises rather than tabletop exercises. The reply to this question was that the Diamond Jubilee celebrations and the torch relay event will provide opportunities to test the systems.

Paul Thomas then thanked the sponsors for the event, the speakers for their talks, those who had contributed to the discussion and Anson Jack for chairing the event. He then invited all attendees to network and continue their discussions over the light refreshments which followed.

Some relevant websites:

- www.tfl.gov.uk/2012
- www.getaheadofthegames.com

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Risk Perception and Energy Infrastructure: Commons Science and Technology Committee Inquiry

Richard Jones
IOSH Head of Policy and Public Affairs



Since November 2011, the House of Commons Science and Technology Committee has been conducting a Select Committee Inquiry into '*Risk Perception and Energy Infrastructure*'. They had already completed a report in March 2011 on *Scientific Advice and Evidence in Emergencies* [1]; but shortly afterwards, Japan suffered its worst recorded earthquake followed by a tsunami that caused major destruction to Fukushima Daiichi power station. The UK Government commissioned a review into what lessons could be learnt from the accident and the Committee agreed to conduct an Inquiry on the UK's energy infrastructure, particularly nuclear power, exploring four main areas:

- Risk assessment
- Communication
- Perception
- Tolerability

The Inquiry is set against a backdrop in which the UK and other countries across the world are actively reviewing how best to fulfil their current and future energy requirements. Many options are under consideration, including emerging energy technologies (such as wind and tidal power, biofuel, carbon capture and storage, etc) shale gas and nuclear power.

In its 'call for evidence' the Committee sought answers to six fundamental questions:

- What are the key factors influencing public risk perception and tolerability of energy infrastructure facilities and projects?
- How are public risk perceptions taken into account in the planning process for energy infrastructure?
- How effectively does local and central Government communicate risk and could it be improved?
- To what extent can public perceptions be changed by improving risk communication?
- How does and should the Government work with the private sector to understand public perceptions of risk and address them?
- How do risk perceptions and communication issues in the UK compare to those of other countries?

The Inquiry received written evidence submissions from individuals and organisations, including from Royal Society for Chemistry; Nuclear Industry Association; Society for Radiological Protection; National Physical Laboratory; British Geological Survey; and Energy Networks Association.

The Committee also called on a number of professionals to attend to give oral evidence, including experts from industry, media, regulation, academia and local government. Professor David Spiegelhalter (Royal Statistical Society) and Professor Nick Pidgeon (Cardiff University), both gave oral evidence and will also be speaking at the Hazards Forum event '*Improving our understanding of public concerns about risk*' on 12 June 2012. Evidence was also heard from Dr Mike Weightman (HM Chief Inspector of Nuclear Installations and Executive Head of the Office for Nuclear Regulation), who produced the two reports for the Government on the implications of Fukushima for the UK nuclear industry [2]. And there was comment from Fiona Fox, Director of the 'Science Media Centre', an independent press office for science, which has been running since 2002.

In answering MPs in the oral evidence sessions, the experts highlighted a number of issues, including:

- The need for scientific risk information that people can readily understand and trust as reliable and independent
- The importance of dialogue with stakeholders and local communities, so that there is obvious openness and transparency, for example on land-use planning
- The need for scientists to continue developing their media communication skills and the valuable role of the 'Science Media Centre' in providing access to relevant experts
- The potential benefit of using the professional press to target groups, such as health and safety professionals, engineers and nurses, who can communicate key messages to their respective stakeholders

The Committee Inquiry is now compiling its report and aims to publish towards the end of June 2012; in the meantime more about the Inquiry, including links to the uncorrected transcripts, along with the written evidence, can be found on their web pages at http://www.parliament.uk/business/committees/committees-a-z/commons-select/science-and-technology-committee/inquiries/parliament-2010/risk-perception/ .

Footnote: The Institution of Occupational Safety and Health (IOSH) has been campaigning on the need to create a more 'risk intelligent society' (and world) for some years now [3]. It is working with others to embed risk understanding throughout our education system – from schools through to further and higher education and the world of work.

References:

[1] House of Commons Science and Technology Committee. *Scientific advice and evidence in emergencies: Third Report of Session 2010–11 (HC498)*. London: TSO, 2011. www.publications.parliament.uk/pa/cm201011/cmselect/cmsctech/498/498.pdf

[2] Weightman M. *Japanese earthquake and tsunami: Implications for the UK Nuclear Industry – Final Report* (ONR-FR-REP-11-002 Revision 2). Sudbury: HSE Books, 2011. www.hse.gov.uk/nuclear/fukushima/final-report.pdf

[3] IOSH submission to the *Löfstedt review of health and safety legislation*. Wigston: IOSH, 2011. www.iosh.co.uk/condocs (archive)

Electric Vehicle Charging – What Risk?

Andrew Petrie and Graham Barber
Institution of Engineering and Technology

The move towards a low carbon economy is presenting society with an ever evolving range of technical challenges which come with an assortment of associated safety risks. Traditional technologies have generally been organised on an industrial scale with systems developed to manage the associated safety risks. Recent technological developments continue to present a range of new challenges most notably the move to domestic scale electricity generation and associated distribution.

The Institution of Engineering and Technology (IET) has been working on a number of projects over recent years looking at technologies such as distributed electricity generation, smart metering and grids, and electric vehicles. The aim, in part, has been to work with industry, government, and professional partners to better understand any associated safety risks and where appropriate to develop guidance to manage these risks. The remainder of this article describes one such project which considered the charging of electric vehicles.

The increasing level of investment by electric vehicle (EV) manufacturers and the projected sales volumes are healthy signs that the market for EVs is real and will continue to grow, with more and more people expected to use EVs in the future: see http://www.theiet.org/factfiles/transport/electric-vehicles-page.cfm.

Everyone is familiar with the convenience of being able to pull into a fuel station to fill up their car in minutes with enough fuel for its next 450 miles, or so, of driving. Even the most modern EVs don't yet have that sort of range; typically it is less than half that, therefore the need to recharge an EV's traction battery will involve not only a greater frequency of 'pulling in' but also longer charge-up times.

The charge capacity of an EV's traction battery is measured in (at least) 100s of ampere-hours. The charge time using a domestic supply at a few 10s of Amperes is therefore multiples of hours. In order to move forward into the mainstream charging equipment will be required operating at high voltages and currents in order to reduce the recharge time. Equipment of this type will naturally pose in itself a range of safety risk issues.

The recharging need is likely to make having EV charging equipment at home a common practice so that good use can be made of the time the vehicle is on the drive, or in the garage.

This domestic charging equipment will need to be supplemented by other charging equipment resources such as at the roadside, at a supermarket, or in a workplace car park, as well as high capacity charging points at equivalents of fuel stations. All these charging equipment resources need to be safe to use and capable of withstanding high usage.

One of the important steps to ensuring the safety of these technologies is to develop a well-researched common standard to which they should be built.

Through its standards subsidiary IET Standards Limited (ISL) a Code of Practice for Electric Vehicle Charging Equipment Installation (ISBN 978-1-84919-514-0) has been produced.

The Code of Practice is the first standard on EV charging equipment installation that

is fully compliant with the IET Wiring Regulations BS 7671: 2008 (2011 Amendment 1) currently in force. Its purpose is to ensure all charging points are installed correctly and are safe for use.

Three different classes of installation are addressed:

- Domestic e.g. private garage
- On-street installation
- Commercial and industrial installation

These installations each have different safety issues, as does whether the charging involves an AC or DC link to the vehicle, whether the charging equipment and or vehicle is 'inside or outside' and at what voltage and current the charge may be accomplished e.g. a current of 10 – 70 amperes, with clearly a charge time advantage for the higher voltages and currents.

Safety risk issues addressed in the Code of Practice include:

- Equipotential bonding of conductive surfaces compatible with the incoming electrical power supply
- Application dependent correct use of different types of residual current breakers for basic protection against operator electric shock (automatic disconnection of supply)
- Siting of charging equipment (and the vehicle) when there is potentially an explosive atmosphere
- Trip hazards avoidance with the cable connection between the charging equipment and the vehicle
- Charging equipment protection against vehicle impact damage
- Compliance with regulations for cable depth for undergrounded electrical supply cables
- Inclusion and verification of charging equipment anti-vandalism and anti-tampering features

The Code of Practice includes a check list for risk assessment with each class of installation to help with designing and installing safe electric vehicle charging equipment.

The Code of Practice was developed by ISL Technical Committee 1.1 EV Charging. More details can be found at: http://www.theiet.org/resources/standards/ev-charging-cop.cfm . The committee consisted of experts from government, the automotive, energy and electrical industries including the Technical Regulations team from the IET.

Helping the UK Prepare for Hazards

Table of hyperlinks

Met Office Communications

The Met Office article in Newsletter No. 73 - *Helping the UK prepare for hazards* by Paul Davies, Head of Hazard Response - contained hyperlinks to Met Office web pages which some had a problem opening. To help, the table on the following page contains the urls relating to most of those hyperlinks:

Hyperlink	url
Space Weather	http://www.metoffice.gov.uk/news/releases/archive/2011/space-weather-collaboration
FireMet	http://www.metoffice.gov.uk/publicsector/firemet
Accuracy	http://www.metoffice.gov.uk/about-us/who/accuracy
Open Road	http://www.metoffice.gov.uk/roads/openroad
Open Runway	http://www.metoffice.gov.uk/aviation/openrunway
Dispersion modelling	http://www.metoffice.gov.uk/research/modelling-systems/dispersion-model
Flood Forecasting Centre	http://www.metoffice.gov.uk/news/releases/archive/2009/flood-forecasting-centre
Buncefield explosion	http://www.metoffice.gov.uk/publicsector/buncefield
Blue tongue/Foot and Mouth	http://www.metoffice.gov.uk/publicsector/animalhealth
Volcanic Ash Advisory Centre	http://www.metoffice.gov.uk/aviation/vaac/
CHEMET	http://www.metoffice.gov.uk/publicsector/CHEMET
Cold December 2010	http://www.metoffice.gov.uk/about-us/who/how/case-studies/big-freeze
iPhone app	http://www.metoffice.gov.uk/services/public/free/mobile/iphone
Social Media	http://www.metoffice.gov.uk/news/social-media
One to five day forecasts	http://www.metoffice.gov.uk/public/weather/forecast/?tab=5day
Warnings	http://www.metoffice.gov.uk/public/weather/warnings/
Hazard Manager	http://www.metoffice.gov.uk/publicsector/hazardmanager/faq

From the Secretary.....

The Hazards Forum was delighted to award **Dr Ian Lawrenson,** in recognition of his considerable work for the Forum in the past, **Distinguished Member** status. A report of the presentation of his certificate is included in the Notes of the AGM on page 2.

The piece on Page 10 by **Richard Jones** (a former Executive Committee member) on *Risk Perception and Energy Infrastructure: Commons Science and Technology Committee Inquiry* is a timely news piece giving references to help readers to take the topic forward. It is also highly relevant to the **Forum's event on 12th June**, both in terms of subject matter and speakers – as can be seen in the article. The second event in the Forum's series on risk is scheduled for 25th September.

Members will be interested to know that during the past year **Dr Stuart Mustow** (Distinguished Member and Past Chairman of the Forum) has been busy preparing ***A brief history and commentary*** of the Hazards Forum, in association with a number of others. The Forum is appreciative of this important work. Some information is still being researched for inclusion and readers can look forward to learning more about this project in future Newsletters.

Brian Neale

Parliamentary and Scientific Committee

The latest issues of "Science in Parliament", the journal of the Parliamentary and Scientific Committee of which the Hazards Forum is a member, has among its contents the following articles. Any member who would like any further information on any of the articles below should visit the PSC website www.ScienceInParliament.org.uk

EXAMINING THE STRATEGY FOR UK LIFE SCIENCES	
SCHMALLENBERG VIRUS – KILLER IN THE WOMB	Professor S P Borriello and Professor Trevor Drew
GROUND ENGINEERING – WHY IT MATTERS	Addresses to the P&SC by Professor Barry Clarke, Rodney Chartres, Professor John Burland, Professor Richard Jardine and Keith Gabriel
SCIENCE IN THE CLASSROOM	Dr Ellie Dommett
THE QUEEN ELIZABETH PRIZE FOR ENGINEERING	Anji Hunter
SET FOR BRITAIN 2012	
INSPIRING STUDENTS INTO STEM CAREERS	Dr Gordon Mizner
A GLIMPSE OF THE FUTURE?	Professor T P Young and Dr Jim Parle
RECOGNISING THE ROLE OF TECHNICIANS	Jon Poole
MATHEMATICS MATTERS	National Science and Engineering Week Seminar Addresses to the P&SC by Professor Sir Adrian Smith, Professor David Spiegelhalter, Malcolm MacCallum, Dr Deirdre Hollingsworth and Professor Jared Tanner
PEER REVIEW – IS IT WORKING?	Addresses to the P&SC by Sir Mark Walport, Tracey Brown and Dr Irene Hames
STRATEGICALLY IMPORTANT METALS	Mark Tyrer and Alan Gibbon
THE AGE OF DIAGNOSTICS	Doris-Ann Williams MBE
HOW MEASUREMENT IS DEVELOPING THE UK'S LOW CARBON ECONOMY	Jane Burston
SCI-TECH INNOVATION	Professor Sa'ad Medhat
INTERDEPENDENT AND INCREASINGLY VULNERABLE	Professor Julia Slingo
THE IMPORTANCE OF EMBRACING A NEW ERA FOR MANUFACTURING	Iain Gray
UNDERSTANDING SOCIETY: A LIVING LABORATORY OF LIFE IN THE UK	Professor Patricia Broadfoot

HSE eNews – Some Examples

++ **Don't let the Jobsworths Jeopardise Jubilee Celebrations**++

Celebrations for the Queen's Diamond Jubilee should go ahead unhindered by bogus health and safety restrictions, the Government said today.

People planning and organising street parties and celebrations in their neighbourhoods are being urged to challenge any jobsworths who wrongly cite health and safety as an excuse to ban or place restrictions on certain events.

http://www.hse.gov.uk/press/2012/hse-jubilee.htm

++ **Falls from Height in Ports** ++

Many of the activities carried out in ports could lead to a fall from height. These activities may be during routine operations or during one-off maintenance activities. In ports, the added hazard of working near water means a fall may lead to the risk of drowning.
http://www.hse.gov.uk/press/2012/hse-jubilee.htm

Calendar of Events

Please check the Events section of the Hazards Forum website for more information at **www.hazardsforum.org.uk** and to see any updates in the calendar. These may include additional events or perhaps amendments to the Events shown below.
Please note that attendance is by invitation.

Date	Event	Venue	Contact/further information
JUNE			
12	*Hazards Forum Joint Evening Event*: Improving our Understanding of Public Concerns about Risk (1st of 3)	Institution of Civil Engineers, One Great George Street, London, SW1P 3AA	Tim at admin@hazardsforum.org.uk
JULY			
03	SaRS event, HF supported: What has Reliability Ever Done for Us?	One Central Park, Manchester, M40 5BP	info@sars.org.uk
SEPTEMBER			
13	SaRS event, HF supported: Reading the Tea Leaves: Performance Indicators and the Monitoring of Safety and Reliability	London	info@sars.org.uk
25	*Hazards Forum Joint Evening Event*: Improving our Understanding of Public Concerns about Risk (2nd of 3)	Central London	Tim at admin@hazardsforum.org.uk
OCTOBER			
3	IMechE Event, HF Supported: Process Safety 2012 – Enhancing Safety Performance to Prevent Major Accidents	One Birdcage Walk, London, SW1H 9JJ	t_khatun@imeche.org

The Hazards Forum's Mission is to contribute to government, industry, science, universities, NGOs and Individuals to find practical ways of approaching and resolving hazard and risk issues, in the interests of mutual understanding, public confidence and safety.

The forum was established in 1989 by four of the principal engineering institutions because of concern about the major disasters which had occurred about that time.

The Hazards Forum holds regular meetings on a wide range of subjects relating to hazards and safety, produces publications on such topics, and provides opportunities for interdisciplinary contacts and discussions.

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