



Community Risk Register

(Public Information)

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Publication Status – UNCLASSIFIED

1. Document Control

1.1 Title and Ownership

This document is entitled the 'States of Jersey Community Risk Register (CRR) (EPublic Information)' and can be known by its acronym CRR. The Emergency Planning Board (EPB) has the rights of ownership of this document, with publication and distribution being agreed by the EPB. The CRR is maintained and updated by the EPB Risk Assessment Working Group (RAWG). Risk 'assessors' are asked to advise the Chair of the RAWG or the Emergency Planning Officer (EPO) of any changes in circumstances that may materially affect the document.

1.2 Distribution

Individual States Department and agencies may reproduce this document. Permission is granted to those agencies to copy and print the contents of the document by the EPB. An electronic version of this document can be found on the States of Jersey intranet at: <http://soj/depts/CMD/Pages/EmergencyPlanning.aspx>

1.3 Acknowledgements

The EPB acknowledges the guidance documentation provided by the United Kingdom Cabinet Office in the writing of the CRR.

1.4 Amendments and Version Control

The CRR is a 'living document' and subject to regular review by risk 'assessors'.

Version	Amendment	Date	Authorised
1	Creation of UNCLASSIFIED Public Information document	02.04.2014	DCFO Brown (EPB Strategic Lead, Risk Assessment)

1.5 Further Information

For further information about the risk assessment process or the Community Risk Register, please contact:-

Emergency Planning Officer – email emergencyplanning@gov.je

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3. Overview of Jersey

Jersey is the largest of the Channel Islands with an area 45 square miles (119.6km²) and is situated 14 miles off the north-west coast of France and 85 miles from the south coast of England. Jersey is a Crown Dependency and the Island is divided into 12 Parishes, and has a multi cultural population of around 99,000¹.

The economy of Jersey saw a great deal of change during the latter part of the 20th Century, as trade markets became more international and global travel increased. Traditional industries such as agriculture and tourism were superseded by financial services as the dominant industry in Jersey. The Financial services sector (which includes banking, trust and company administration, fund management and administration, accountancy and legal services) has grown such that it now accounts for around two-fifths of the total economic activity in Jersey and employs about a quarter of the workforce.

Outside of St Helier where the Finance sector and approximately a third of the population reside, is a mix of coastal and rural communities. Jersey has regular air and sea transport links to many United Kingdom and European destinations with over a million air passenger movements each year. Over 98% of goods arrive in Jersey by sea from the United Kingdom France making this a link vital to the wellbeing of Island life.

The Island’s key infrastructure, water, electricity, gas, fuel and telecommunication are provided by a combination of private and public/private companies with several of the key services, power station, fuel and gas supplies and energy from waste plant all situated within the La Collette industrial area adjacent to the Island’s main Port.

¹ States of Jersey, 2012 estimate

4. What is the States of Jersey Community Risk Register?

The purpose of the CRR is to provide a high level view of the potential risks facing Jersey that, if realised, would give rise to a major incident. Additionally, the risks are subjected to a standard risk analysis process that enables them to be rated against each other and therefore prioritised for action. Existing proactive and reactive control measures aimed at reducing the level of risk are listed against each event.

5. What happens after risks have been assessed?

The results of the risk assessment process are used to identify the planning priorities and areas of focus for all resilience work by organisations that have a responsibility to plan for and respond to emergency situations. Using a prioritisation system, actions can be agreed either at the EPB or within government departments, which will reduce the likelihood of the risk being realised or mitigate its worst effects should this be required.

6. Who assesses the risk?

Risks are assessed by those best placed to do so. In many cases, government departments or services assume responsibility for assessing risks because they have a regulatory and safety related role in relation to them or because they are likely to lead a response to a major incident arising from the risk being realised. In other cases partner organisations, such as private sector infrastructure providers, assist in assessing risk because they have sector based expertise. Some risks, such as 'severe space weather', are recorded because of recommendations in UK government guidance. Such risks do not have an obvious 'lead assessor' and, in such cases, the Fire and Rescue Service, which provides the secretariat for the CRR and possesses significant risk expertise in its own right, assumes the 'assessor' role, utilising UK Cabinet Office guidance to inform analysis.

The CRR is based on guidance and good practice developed by the United Kingdom Government, Cabinet Office, Civil Contingencies Secretariat, following the introduction of United Kingdom legislation², that places a duty on organisations identified in the legislation '*from time to time assess the risk of an emergency occurring*', and '*from time to time assess the risk of an emergency making it necessary or expedient for the person or body to perform any of its functions*'.

The Emergencies Council (EC) is the body in Jersey with responsibility for emergency preparedness in Jersey³ and has agreed to follow the principles of risk assessment developed by the UK Cabinet Office. The CRR is a 'living document' and risks are assessed and reviewed on a regular basis. The document's role is to provide a high level overview to inform subsequent emergency planning activity such as prevention and preparedness projects and initiatives.

Further information in respect of 'risks' and 'threats' and the risk assessment process can be accessed via the States of Jersey Emergency Planning web pages at: <http://www.gov.je/StayingSafe/EmergencyPlanning/Pages/index.aspx>

² Civil Contingencies Act (CCA) 2004, Section 2, Subsection 1

³ Emergency Powers and Planning (Jersey) Law 1990

7. Risk Assessment Methodology

Using the UK Cabinet Office guidance, local knowledge and historical evidence the CRR seeks to make an assessment of the likelihood of an event occurring in the identified risk areas, over the next five years.

7.1 Risks are broken down into the following categories:

- Industrial Accident and Environmental Pollution
- Transport Accidents
- Severe Weather
- Structural
- Human & Animal Health
- Industrial Action
- International Events⁴
- Industrial Technical Failure

Within each category the individual risks are identified, with a credible **worst-case scenario** outcome description of the effect each would have if it occurred. This information is provided by the Cabinet Office, which forms best practice guidance. Each risk is then assessed for potential impact. The risk assessments only provide details on non-malicious events (**i.e. Hazards**) rather than threats (**i.e. Terrorist Incidents**). This does not mean that the relevant authorities are not considering threats within their risk assessment work, however, given the sensitivity of the information supporting these risk assessments, and the potential for its use by adversaries, specific details will not be made available.

8. Impact Category

The impact of an event occurring in each of the areas has been mapped against the impact on the **Health, Social, Economic and Environmental** dimensions of the Island.

- **Health** – encompassing direct health impacts (numbers of people affected, fatalities, injuries, human illness or injury, health damage) and indirect health impacts that arise because of strain on the health service
- **Social** – encompassing the social consequences of an event, including availability of social welfare provision; disruption to facilities for transport; damage to property; disruption of a supply of money, food, water, energy or fuel; disruption of an electronic or other system of communication; homelessness, evacuation and avoidance behaviour; and public disorder due to anger, fear, and/or lack of trust in the authorities
- **Economic** – encompassing the net economic cost, including both direct (e.g. loss of goods, buildings, infrastructure) and indirect (e.g. loss of business, increased demand for public services)
- **Environment** – encompassing contamination or pollution of land, water or air with harmful biological/chemical/radioactive matter or oil, flooding, or disruption or destruction of plant or animal life

⁴ The States of Jersey relies upon the United Kingdom to provide assessments of International Events and are not included in this document

The impact for each category is measured on a score of **1 (insignificant impact)** to **5 (catastrophic impact)**. The average score from the 4 categories then becomes the overall impact score for each individual risk. Along with the assessment of impact, the **likelihood** of the risks occurrence in Jersey is then assessed.

9. Risk Ratings

The likelihood and impact scores are combined to provide an overall risk score or value.

9.1 Low (Green) Risks – these risks are both unlikely to occur and not significant in their impact. They should be managed using normal or generic planning arrangements and require minimal monitoring and control unless subsequent risk assessments show a substantial change, prompting a move to another risk category.

9.2 Medium (Yellow) Risks – these risks could cause disruption and / or inconvenience in the short term. The risks should be monitored to ensure that they are being appropriately managed within emergency planning arrangements.

9.3 High (Orange) Risks – these are classified significant risks. They may have a high or low likelihood of occurrence, and their potential consequences are sufficiently serious to need consideration after those risks classes as ‘very high’. Consideration should be given to the development of ways to reduce or eliminate the risk where possible. Multi-agency planning and training should be in place and the risk should be regularly monitored.

9.4 Very High (Red) Risks – these are classed as major risks requiring immediate attention. They may have a high or low likelihood of occurrence, but their potential consequences are such that they must be treated as a high priority. This may mean that ways should be developed to reduce or eliminate the risk where possible and also that mitigation (in the form of multi-agency planning and training for these hazards) should be put in place and the risk monitored regularly. Consideration should be given to planning specifically for the risk rather than generic planning.

10. The Risk Register – Explanation of Table

The CRR is divided into sections which group the types of risk, in general terms, and columns which provide an overview of information upon which the EC and EPB can make informed decisions with regard to priority and resource allocation.

An explanation of the component sections of the CRR is given below:

10.1 Reference Number

The risk reference number is generated locally and is used only to provide a consistent and accurate identification of the risk being reviewed.

10.2 Hazard or Threat Category

This is the risk identifier code provided by the UK Guidance on the level of response that is likely to be required to deal with the type and size of event described.

10.3 Hazard Sub-Category

This column provides a description of the specific incident type, within the main section based around generic incident types.

10.4 Risk Rating

The overall score (**Likelihood x Impact**) provides a consistent rating method to establish overall risk to the community.

10.5 Controls

The control measures manage, mitigate or respond to the risk that is currently in place. In some cases these will include detailed, incident specific plans; others will involve the use of generic major incident procedures or plans and in some cases, general capabilities to deal with events or their consequences are described. Controls are listed as *'Proactive'* or *'Reactive'* measures influencing likelihood and impact respectively.

10.6 Assessor

This is the 'Lead Government Department' for assessing risk in this area. Often, where a States department has 'Assessor' status, they are supported in this process by companies or organisations where the risk and specific expertise exists.

10.7 Last Reviewed

The date the individual risk assessment was last reviewed by the 'assessor'.

10.8 Numeric list of Risks, Risk Matrix and Risk Register

- A numeric list of risks is attached at **Appendix 1** of this document
- A Matrix of risks is attached at **Appendix 2** of this document
- The Community Risk Register is attached at **Appendix 3** of this document

11. What do we do with the findings?

The CRR contains over 40 risks which, if realised, could give rise to an 'Emergency' or 'Major Incident' being declared.

Each risk is assigned a lead department enabling the EC and EPB to agree priorities to mitigate the risk as far as practicable, including resources, funding and priorities for training and exercising.

In general terms the response to **'Very High'** risks rests with the EPB who will task the relevant lead department with implementing risk mitigation strategies and receive reports on progress at EPB meetings.

The responsibility for the response to **'High'** and **'Medium'** risks rests with the relevant Departments as part of their 'business as usual' risk management programmes.

Risks that are rated as **'Low'** should be accepted as that and no specific mitigation strategy is pursued so as to reserve capacity for higher risk areas. This is not to say that mitigations are not planned or in place, for example, where required by law.

Should one of these risks be reassessed as **'Very High'** they will fall back within the oversight of the EPB who will take the necessary action to develop an appropriate response to mitigate the risk.

Appendix 1 – Numeric List of Risks

Very High	
Ref	Title
35	Influenza pandemic
14	Oil spill inshore, offshore or in port
26	Storms and gales
15	Rapid accidental sinking of a passenger vessel
37	Major contamination incident
17	Collision between two commercial vessels

High	
Ref	Title
8	Major pollution of controlled waters
23	Disruption to aviation as a result of volcanic ash
27	Low temperatures and heavy snow
30	Severe space weather
43	Complete or large scale loss of gas supply for sustained period
4	Fire or explosion at fuel distribution site and tank storage of flammable or toxic liquids
12	Fire on a commercial vessel
13	Hazardous and noxious substance spill in marine environment
16	Passenger aircraft ditching at sea
6	Localised industrial accident involving a small toxic release
22	Accident on major trunk road

31	Building collapse (medium-commercial)
39	Zoonotic notifiable animal disease
40	Non-zoonotic notifiable animal disease
10	Local accident involving transport of hazardous chemicals
7	Localised fire or explosion at fuel or toxic chemical storage site
20	General aviation accident over major conurbation
41	Failure of on-Island telephony network

Medium	
Ref	Title
25	Drought
28	Wildfire
29	Severe effusive (gas rich) volcanic eruption overseas
1	Vapour cloud explosions or BLEVE involving a storage vessel
3	Vapour cloud or BLEVE involving a tanker vessel
5	Fire and or explosion at tanker berth involving a tanker vessel
9	Loss of functioning General Hospital
32	Major reservoir / dam failure or collapse
2	Vapour cloud explosion or BLEVE involving a road tanker
11	Local road accident involving transport of fuel / explosives
18	Commercial aviation accident over major conurbation
19	Commercial aviation accident on airfield
33	Reservoir / dam overtopping

36	Heat Wave
46	Large scale public protest
47	Significant or perceived significant constraint on fuel supply
21	General aviation accident on airfield
24	Major pluvial / fluvial flooding
42	Failure of all off-Island telephony links

Low	
Ref	Title
34	Major land contamination incident
44	Failure of electricity network (production)
45	Failure of electricity network (distribution)
38	Major air quality incident

Appendix 2 – States of Jersey Community Risk Rating Matrix

IMPACT	Catastrophic (5)	1, 3, 5, 9, 32	4, 12, 13, 16	15, 37	35	
	Significant (4)	2, 11, 18, 19, 33	10	17	14, 26	
	Moderate (3)	24, 42	7, 20, 41	6, 22, 31, 39, 40	23, 27, 30, 43	8
	Minor (2)	34, 44, 45	21, 36, 46, 47	28, 29	25	
	Limited (1)	38				
		Low (1)	Medium Low (2)	Medium (3)	Medium High (4)	High (5)
LIKELIHOOD						



Appendix 3 – Risk Register

Ref No.	Hazard or Threat Category	Hazard Sub – Category	Risk Rating	Controls	Assessor (Support)	Last Reviewed
1		Vapour cloud explosion (VCE) or Boiling Liquid Expanding Vapour Explosion (BLEVE) of LPG storage vessel	5	<p>Proactive</p> <ul style="list-style-type: none"> • COMAH Safety Case • Detection/alarm and control systems • Maintenance and inspection regimes • External audit by UK HSE (HID) <p>Reactive</p> <ul style="list-style-type: none"> • Automatic fire deluge • Automatic Jersey Fire & Rescue Service notification • 'Harbour Flame Alert' procedure • Onsite and Offsite Plans/Actions 	SJFRS (Jersey Gas)	2013
2		Vapour cloud explosion (VCE) or BLEVE of LPG storage vessel or road tanker on site	4	<p>Proactive</p> <ul style="list-style-type: none"> • Maintenance and inspection regimes • Ongoing improvement plan • Operational procedures <p>Reactive</p> <ul style="list-style-type: none"> • Automatic fire detection and deluge system • Automatic Jersey Fire & Rescue Service alarm notification • Onsite and Offsite Plans/Actions 	SJFRS (Jersey Gas)	2013

3		Vapour cloud explosion (VCE) or BLEVE of ships LPG cargo vessel	5	<p>Proactive</p> <ul style="list-style-type: none"> • COMAH Safety Case • Ships' inspection, operation and maintenance procedures • Shoreside maintenance and inspection procedures • Shoreside operating procedures • External audit by UK HSE (HID) <p>Reactive</p> <ul style="list-style-type: none"> • Onsite and Offsite Emergency Plans/Actions • Fixed fire fighting equipment (monitors), including pump & water supply • Harbour Flame Alert • Ship to Shore communications, including failsafe controls 	SJFRS (Jersey Gas)	2013
4	H4	Fire or explosion at fuel distribution site and tank storage of flammable or toxic liquids.	10	<p>Proactive</p> <ul style="list-style-type: none"> • Fuel Consortium operating and safety systems <p>Reactive</p> <ul style="list-style-type: none"> • Fire & Rescue Service operational procedures and Major Incident Response Plan • Other Emergency Services Major Incident Plans/Manuals • States of Jersey Emergency Measures Plan 	SJFRS	2013

5		Fire and / or explosion at Tanker Berth involving fuel tanker vessel	5	<p>Proactive</p> <ul style="list-style-type: none"> Gas and fuel companies internal safety controls and industry safety management systems <p>Reactive</p> <ul style="list-style-type: none"> States of Jersey Emergency Measures Plan States of Jersey Fire and Rescue Service Major Incident Response Plan Other Emergency Services Major Incident Plans States of Jersey Fire & Rescue and Airport Rescue & Firefighting Service Mutual Aid Arrangements and Bulk Foam arrangements SJFRS Assistance Arrangement with Hampshire Fire & Rescue Service 	SJFRS	2013
6	HL3	Localised industrial accident involving small toxic release.	9	<p>Proactive</p> <ul style="list-style-type: none"> Industry safety management systems Safe systems of work in compliance with Health and Safety Law <p>Reactive</p> <ul style="list-style-type: none"> States of Jersey Emergency Measures Plan States of Jersey Fire and Rescue Service Major Incident Response Plan States of Jersey Fire & Rescue Service HAZMAT response capability Other Emergency Services Major Incident Plans (i.e. Hospital Major Incident Plan) States of Jersey Fire & Rescue and Airport Rescue & Firefighting Service Mutual Aid Arrangements SJFRS Assistance Arrangement with Hampshire Fire & Rescue Service and Guernsey FRS 	SJFRS	2013

7	HL28	Localised fire or explosion at a fuel or toxic chemical storage site (i.e. forecourt)	6	<p>Proactive</p> <ul style="list-style-type: none"> ▪ Licenses issued under Petroleum Law by FRS contain specific safety and operating conditions <p>Reactive</p> <ul style="list-style-type: none"> • Fire & Rescue Service operational procedures and Major Incident Response Plan • Other Emergency Services Major Incident Plans/Manuals • States of Jersey Emergency Measures Plan 	SJFRS	2013
8		Major pollution of controlled waters.	15	<p>Proactive</p> <p>Good liaison between Environmental Protection, Health Protection and TTS means that counter measures could be implemented quickly. Information to mitigate against accidental and preventable pollution distributed by P&E and widely available to public.</p> <p>Reactive</p> <p>Response from Environmental Protection, Health Protection, and TTS would be quick after the event. Jersey Water would quickly cut off supply and redirect water from other facilities.</p>	Department of the Environment	2013

9		Loss of Functioning General Hospital (Fire, Structural Damage, Flooding or Contamination)	5	<p>Proactive</p> <ul style="list-style-type: none"> • Fire compartment compliance • Hospital Evacuation Plan • Staff Training • Inspection regime for fire safety compliance • Major Incident Plan Command and Control Centre possible in two locations • Engineering inspection regimes for protection of key plant in lower locations in hospital <p>Reactive</p> <ul style="list-style-type: none"> • Skilled and experienced in transfer of patients off island • Off site clinical space at Overdale • States of Jersey Emergency Measures Plan • Other Emergency Service Major Incident Plans • Managed media response 	Health and Social Services (General Hospital)	2013
10	HL12	Local accident involving transport of hazardous chemicals.	8	<p>Proactive</p> <ul style="list-style-type: none"> • Local legislation and supporting regulations for minimum safety standards to be complied with. <p>Reactive</p> <ul style="list-style-type: none"> • States of Jersey Emergency Measures Plan • States of Jersey Fire and Rescue Service Major Incident Response Plan • States of Jersey Fire & Rescue Service Hazardous Material (HAZMAT) response • Other Emergency Services Major Incident Plans (i.e. Hospital Major Incident Plan) • States of Jersey Fire & Rescue and Airport Rescue & Firefighting Service Mutual Aid Arrangements and Bulk Foam arrangements • SJFRS Assistance Arrangements with Hampshire Fire & Rescue Service 	SJFRS	2013

11	HL14	Local (road) accident involving transport of fuel/explosives.	4	<p>Proactive</p> <ul style="list-style-type: none"> ▪ Local legislative / regulatory requirements (i.e. conditions applied to licences to convey explosives) <p>Reactive</p> <ul style="list-style-type: none"> • States of Jersey Emergency Measures Plan • States of Jersey Fire and Rescue Service Major Incident Response Plan • SJFRS standard operating procedures for incidents involving explosives • Other Emergency Services Major Incident Plans (i.e. Hospital Major Incident Plan) • States of Jersey Fire & Rescue and Airport Rescue & Firefighting Service Mutual Aid Arrangements and Bulk Foam arrangements • SJFRS Assistance Arrangement with Hampshire Fire & Rescue Service 	SJFRS	2013
12	HL8	Fire on Commercial Vessel	10	<p>Proactive</p> <ul style="list-style-type: none"> • Vessel's maintained to international standards. • Effective SAR comms and procedures. • Co-ordinated multi-agency exercise. • Ship's emergency plans. • Port of Jersey Emergency Response Plan <p>Reactive</p> <ul style="list-style-type: none"> • SJFRS Marine Response. • Duke of Normandy fire fighting, towage and spill recovery. • Manche Plan • Other support from UK and France e.g. health facilities. • Oil Spill Response Ltd membership. 	Ports of Jersey (Marine - Coastguard)	2013

13	H15	Hazardous and Noxious Substance Spill in Marine Environment	10	<p>Proactive</p> <ul style="list-style-type: none"> • Laws as outlined above. • Port of Jersey Emergency Response Plan • AIS and RADAR monitoring of territorial waters and port approaches. • Interrogation of vessels by the MRCC. • Supporting agencies contact and callout. • MCA best practice procedures. <p>Reactive</p> <ul style="list-style-type: none"> • SJRFS MR. • Manche Plan. • Contact MCA for advice and support. • INDG code provides a reference for dangerous goods carried at sea. • Outside agencies. 	Ports of Jersey (Marine – Coastguard)	2013
14	H15	Oil Spill Inshore, Offshore or In Port	16	<p>Proactive</p> <ul style="list-style-type: none"> • Agency support e.g. OSRL training. • Jersey Harbours Oil Pollution Response Contingency in development. • AIS and RADAR monitoring of shipping traffic. • Interrogation of commercial vessels transiting local waters. • Double hulled tankers. • International regulations for shipping and fuel terminals. <p>Reactive</p> <ul style="list-style-type: none"> • OSRL membership • Manche Plan • Duke of Normandy counter pollution equipment. • Oil boom. • Support and advice from UK MCA counter pollution unit. 	Ports of Jersey (Marine – Coastguard)	2013

15	H42	Rapid Accidental Sinking of a Passenger Vessel	15	<p>Proactive</p> <ul style="list-style-type: none"> • AIS and RADAR monitoring of commercial vessels. • International Collision Regulations-COLREGS • IALA buoyage and navigation aids • Compulsory pilotage requirements within pilotage area. • Jersey Shipping Law • Lifeboat, tug, support vessels, air support call out and tasking procedures. • Major incident plans in development. • VTS procedures <p>Reactive</p> <ul style="list-style-type: none"> • Manche Plan • MCA guidance and support • SOSREP • OSRL 	Ports of Jersey (Marine – Coastguard)	2013
16		Passenger Aircraft Ditching at Sea	10	<p>Proactive</p> <ul style="list-style-type: none"> • Prevention measures controlled by ICAO and CAA. • Airport contingency / emergency plans. • Jersey Coastguard ditching response plan. <p>Reactive</p> <ul style="list-style-type: none"> • Manche Plan • CAA advice and support • MCA advice and support • Local, UK and French SAR units. 	Ports of Jersey (Marine – Coastguard)	2013

17		Collision Between Two Commercial Vessels	12	<p>Proactive</p> <ul style="list-style-type: none"> • AIS & radar 24/7 monitoring • Tried & tested emergency callout procedures for Lifeboat, Tug and support vessel/craft crews. • Written procedures and policies on single vessel channel use and clearances • Jersey Shipping Law. • International Collision Regulations (prevention) • Pilotage requirement. • IALA buoyage and navigation aids provisions. <p>Reactive</p> <ul style="list-style-type: none"> • Practiced emergency plans and drills • Multi agency response plans • MANCHEPLAN • MOU with MCA 	Ports of Jersey (Marine – Coastguard)	2013
18	H16	Aviation accident over a major conurbation	4	<p>Proactive</p> <ul style="list-style-type: none"> • International, national & local regulations for aviation. • Specialist air traffic control systems (ATC) provided at Jersey Airport. • Quality of equipment provided by Jersey Airport. Nav aids etc. <p>Reactive</p> <ul style="list-style-type: none"> • Specialist Aviation Emergency Service at Jersey Airport (ARFFS). • Training, both local & national for the ARFFS. • Large scale exercises involving all emergency services to test Jersey Airport’s emergency plan, procedures & response held every two years. 	Ports of Jersey (Jersey Airport)	2013

19	HL9	Aviation accident on airfield	4	<p>Proactive</p> <ul style="list-style-type: none"> • International, national & local regulations for aviation. • Quality of training both local & national for the ATC. • Specialist air traffic control systems (ATC) provided at Jersey Airport including Nav aids etc <p>Reactive</p> <ul style="list-style-type: none"> • Specialist Aviation Emergency Service at Jersey Airport (ARFFS). • Training, both local & national for the ARFFS. • Large scale exercises involving all emergency services to test Jersey Airport's emergency plan, procedures & response held every two years. 	Ports of Jersey (Jersey Airport)	2013
20		General aviation accident over major conurbation	6	<p>Proactive</p> <ul style="list-style-type: none"> • International, national & local regulations for aviation. • Specialist air traffic control systems (ATC) provided at Jersey Airport including nav aids etc. • Quality of training both local & national for the ATC. <p>Reactive</p> <ul style="list-style-type: none"> • Specialist Aviation Emergency Service at Jersey Airport (ARFFS). • Training, both local & national for the ARFFS. • Large scale exercises involving all emergency services to test Jersey Airport's emergency plan, procedures & response held every two years. 	Ports of Jersey (Jersey Airport)	2013

21		General aviation accident at airport	4	<p>Proactive</p> <ul style="list-style-type: none"> • International, national & local regulations for aviation. • Specialist air traffic control systems (ATC) provided at Jersey Airport including nav aids and procedures. • Quality of training both local & national for the ATC. <p>Reactive</p> <ul style="list-style-type: none"> • Specialist Aviation Emergency Service at Jersey Airport (ARFFS). • Quality of training both local & national for the ARFFS. • Quality of equipment provided by Jersey Airport. • Large scale exercises involving all emergency services to test Jersey Airport's emergency plan, procedures & response held every two years. 	Ports of Jersey (Jersey Airport)	2013
22	HL10	Accident on Major Trunk Road	9	<p>Proactive</p> <ul style="list-style-type: none"> • Road Checks Conducted by DVS/Police. • Speed Detection checks conducted by States and Honorary Police. • Road Safety Officer giving input to Schools re Driving • Media Information Bulletins concerning various aspects of Road Safety. • Road Safety Officer consulted by TTS re Road/Traffic calming measures to reduce speed on roads. • Legislation in place re Seatbelts/ Driving whilst Unfit. • Road Safety Campaigns re Driving whilst Unfit. • Police targeting of mobile phone offences. <p>Reactive</p> <ul style="list-style-type: none"> • Tasking of States and Honorary Police following intelligence reports in relation to various aspects of motoring offences. • Monitoring of emerging trends by Road Safety officer in relation to Road Traffic Collisions and action taken if any trends identified. • Officers trained and experienced in investigating Road Traffic Collisions with specialist collision investigators employed by States Police. 	SoJP	2013

23	H54	Disruption to Aviation as a Result of Volcanic Ash	12	<p>Proactive</p> <ul style="list-style-type: none"> Increased resilience built into air transport systems resulting from previous volcanic disruption. Early notification systems of impending challenges in place. <p>Reactive</p> <ul style="list-style-type: none"> Increased resilience within local economy resulting from lesson learned from 2010 disruption. 	Chief Minister's Department (Emergency Planning)	2013
24	HL19	Major Fluvial/Pluvial Flooding	3	<p>Proactive</p> <ul style="list-style-type: none"> Robust maintenance programme of flood defences (States of Jersey) Promotion of upkeep of flood defences and keeping infrastructure clear to Parishes and Private landowners Warnings of developments of land without adequate drainage Tackling overuse of polythene on cotils/catchments Metrological warnings where possible <p>Reactive</p> <ul style="list-style-type: none"> Multi-Agency Flood Plan TTSd response to flooding incidents SJFRS response to flooding incident Evacuation of affected persons Assistance in Recovery Process 	Transport and Technical Services	2013
25	H50	Drought	8	<p>Reactive</p> <ul style="list-style-type: none"> Limited desalination capability 	Dept. of the Environm	2013

26	H17	Storms and Gales	16	<p>Proactive</p> <ul style="list-style-type: none"> • Meteorological Department monitors wind situation 24 hours / 365 days a year. • Standard review times at 0300, 0900, 1500 and 2100 at which a Strong wind or Gale warning would be issued • Target lead time for warnings 6 hours. • Warnings / Alerts re other hazardous weather are issued as a when necessary. • Alerts of poor weather (e.g. snow) may give 24 to 48 hours notice. • Warnings issued when there are more definite signs of impending poor weather 	Dept. of the Environment (Meteorological)	2013
27		Low Temperatures and Heavy Snow	12	<p>Proactive</p> <ul style="list-style-type: none"> • Icy surfaces warnings issued whenever meteorological conditions favour the formation of ice e.g. a very heavy hoar frost, possibility of standing water freezing, onset of freezing precipitation • Snow Alerts (Yellow/Orange) issued whenever there are indications of snow fall within next 3 to 5 days. • Snow Warnings (Yellow/Orange/Red) issued whenever there is more definitive forecast of significant snowfall likely to cause disruption. • Traffic light system used to imply severity of hazard v confidence of forecast. 	Dept. of the Environment (Meteorological)	2013

28	HL33	Wildfire	6	<p>Proactive</p> <ul style="list-style-type: none"> Rural fire safety campaigns run each year to target and raise awareness of fire risk in countryside. Close liaison between SJFRS and Department of Environment on management of countryside and risk control. <p>Reactive</p> <ul style="list-style-type: none"> SJFRS personnel undertake annual refresher training and assessment in dealing with wildfires in accordance with UK National standards. Well established recall and reinforcement arrangements. 	SJFRS	2013
29	H55	Severe Effusive (Gas Rich) Volcanic Eruption Overseas	6	<p>Proactive</p> <ul style="list-style-type: none"> Access to UK Government (Civil Contingencies Secretariat) guidance for preparation. Warning and informing capability in place. <p>Reactive</p> <ul style="list-style-type: none"> SoJ and H&SS specific BCM (surge capacity) arrangements (i.e major incident plans). 	Chief Minister's Department (Emergency Planning)	2013
30	H56	Severe Space Weather	12		Chief Minister's Department	2013
31	HL22	Building Collapse – Medium sized commercial / industrial or residential	9	<p>Proactive</p> <ul style="list-style-type: none"> Planning and Building Bye-Laws and Regulations with consultation with relevant experts at design stage. Local regulation regarding competence levels for gas engineers. <p>Reactive</p> <ul style="list-style-type: none"> SJFRS Immediate response limited USAR capability. SJFRS Assistance Agreements with Hampshire FRS (USAR). 	SJFRS	2013

32	H44	Major Reservoir / Dam Failure / Collapse	5	<p>Proactive</p> <ul style="list-style-type: none"> Reservoirs maintained in accordance with Reservoirs (Jersey) Laws 1996. Regular monitoring and inspection by independent engineer. Jersey reservoirs are not of the earth embankment style and are therefore inherently safer. <p>Reactive</p> <ul style="list-style-type: none"> SoJ Emergency Measures Plan. Emergency Services' individual major incident procedures and strategic support arrangements. 	SJFRS (Jersey Water)	2013
33		Reservoir Dam Overtopping	4	<p>Proactive</p> <ul style="list-style-type: none"> Monitoring systems and alarms in place to provide early warning of high water levels. Liaison between Jersey Water, TTS and Emergency Planning Officer. <p>Reactive</p> <ul style="list-style-type: none"> Severe weather plan in development with specific appendix for inland flooding. SoJ Emergency Measures Plan. Emergency Services' major incident procedures. 	SJFRS (Jersey Water)	2013
34		Major land contamination incident	2	<p>Proactive</p> <ul style="list-style-type: none"> Identification of existing potentially contaminated sites across the island, mapped on GIS Regular contact with French Authorities on nuclear installations and liaison through the SoJ Emergency Planning Officer Widespread ground water monitoring to determine risks to abstraction sources Control of fuels stored on the island <p>Reactive</p> <ul style="list-style-type: none"> Emergency Response from Public Health, Dept of Environment and SJFRS. 	Health and Social Services (Health Protection)	2008

35		Influenza Pandemic	20	<p>Proactive</p> <ul style="list-style-type: none"> ▪ Health & Social Services Pandemic Influenza Preparedness Strategy (June 2013) low, medium or high impact. ▪ Monitoring of the WHO's pandemic intelligence and early warning surveillance by the Public Health Dept ▪ HSSD Pandemic Strategy Group Meetings. ▪ States of Jersey Emergency Measures Plan June 2012 ▪ Encouragement of business continuity planning by all sectors ▪ Stockpile anti-viral medications ▪ Look across HSSD at total equipment stock to determine resilience ▪ Talk to suppliers to determine resilience in accessing increased supplies of specific items in event of a pandemic ▪ Consider 5% uplift in normal hospital stock levels. ▪ Ensure arrangements for accessing increased supplies of antibiotics and PPE (PPE to be used by healthcare professionals in event of a pandemic when caring for affected patients) ▪ Pre-purchase agreement to purchase pandemic specific vaccine (likely to be in high demand/difficult to ensure access to supply once pandemic declared) 	Health and Social Services (Health Protection)	2013
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		Influenza Pandemic (cont.)		<p>Reactive</p> <ul style="list-style-type: none"> • HSSD to use period from 'declaration of a pandemic to first cases diagnosed in Jersey' to get essential supplies in place • Good hand hygiene, isolation of ill people and use of personal protective equipment by healthcare professionals when caring for affected individuals. • Catch it, bin it, kill it campaign to the whole population with emphasis at port entrances • Requesting voluntary quarantine of affected individuals (ie staying at home/away from work or school) • 48 hour rule (of absence from school/workplace) following return to island from affected areas • Local surveillance for cases and confirmatory laboratory testing (dispatched to UK Labs) • Health Protection Team contact tracing / antiviral distribution • Antiviral medication as treatment for affected individuals / prophylaxis for contacts (local policy will be determined at time by CCDC taking into account specific disease information) • Cease elective, non urgent surgery/OPD hospital provision to release 1.5 to 2 hospital wards and associated staff for dealing with affected individuals • Seek specific advice as required from UK Health Protection Agency (HPA) 		
36	H48	Heat Wave	4	<p>Proactive</p> <ul style="list-style-type: none"> • Meteorology department consistently monitor weather patterns and temperatures on the island • Jersey's island status results in lower impacts on temperature fluctuations • New build commercial premises are air conditioned providing cool retreats for workers • There is ready access to bathing areas and beaches which can assist in regulating body temperatures for the fit and able. 	Health and Social Services (Health Protection)	2008

37	H14	Major Contamination Incident	15	<p>Proactive</p> <ul style="list-style-type: none"> • Regular contact with UK agencies to update threat levels from potential food and agricultural issues • Regular inspection protocols for imported food, animal and vegetable products at point of arrival to Jersey • Regular attendance at French Nuclear discussions on the development of Flammanville 3 • Longstanding monitoring of Radioactivity in Food and the Environment • International and local laws on the safe production, transport and storage of foodstuffs • The Public Health Department is linked to the UK Food Standards Agency Rapid Alert System and the European Food Safety Authority Rapid Alert System for Food and Feeding stuffs (EFSA - RASFF) for early detection of contamination and intervention. 	Public Health	2008
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38		Major air quality incident	1	<p>Proactive</p> <ul style="list-style-type: none"> • Planning process identifies any likely new threats to air quality from island development and addresses issues <p>Reactive</p> <ul style="list-style-type: none"> • SJFRS provides an emergency response to deal with any unintentional/ intentional outbreaks of fire in premises. • On call services provided by local responders • On call support services available from national responders in the UK with regard to health impacts. 	Health and Social Services (Health Protection)	2008
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39	H25	Zoonotic notifiable animal diseases e.g. Highly Pathogenic Avian Influenza (HPAI), Rabies and West Nile Virus. Diseases may affect small numbers of population but can be fatal to humans.	9	<p>Proactive</p> <ul style="list-style-type: none"> • EU controls disease incursions or implements eradication when possible, using policies advised by experts in the specific diseases. • Trade in agricultural products, including live animals is controlled by EU and local legislation • Import of birds controlled • Import of rabies susceptible species controlled (PET scheme, quarantine) • Meat and animal products imported in accordance with legislation • Owners informed of preventive measures, signs and symptoms and requirement to report disease suspicion • Environment Department Contingency Plans in place • Agreement in negotiation with Animal Health UK to provide specialist staff for an outbreak and training for staff requirement to report suspicion of disease 	Department of the Environment (States Vet)	2013
				<p>Reactive</p> <ul style="list-style-type: none"> • Information to owners of susceptible species if increased risk identified e.g. disease confirmed in UK or nearby France • Contingency Plan to be followed 		

40		Non-zoonotic notifiable animal diseases (e.g. FMD, Classical Swine Fever (CSF), Bluetongue, Newcastle Disease (ND) of Birds, Equine Infectious Anaemia (EIA)).	9	<p>Proactive</p> <ul style="list-style-type: none"> • FMD not present in Europe • EU controls disease incursions or implements eradication when possible, using policies advised by experts in the specific diseases. • Trade in agricultural products, including live animals is controlled by EU and local legislation • Import of susceptible livestock licensed and must have veterinary health certification • Meat and animal products imported in accordance with legislation • Prohibition on swill feeding to pigs • Environment Department Contingency Plans in place • Agreement with Animal Health UK to provide specialist staff for an outbreak subject to availability • Surveillance at abattoir <p>Reactive</p> <ul style="list-style-type: none"> • Owners informed of signs and symptoms and requirement to report suspicion of disease e.g. EIA September 2010 ➤ Ruminant owners and vets have been made aware of bluetongue vaccination benefits and agreed policy ➤ Seek assistance from UK 	Department of the Environment (States Vet)	2013
				<ul style="list-style-type: none"> • Ruminant owners and vets have been made aware of bluetongue vaccination benefits and agreed policy • Seek assistance from UK 		

41	H40	Failure of on-Island telephony network	6	<p>Proactive</p> <ul style="list-style-type: none"> Any excavations or network access points such as manholes are secured out of hours against unwanted access or vandalism. <p>Reactive</p> <ul style="list-style-type: none"> Contractor on call to attend to major faults involving the access network. JT engineers on call for exchange faults. Technical DR plans in place for access network, exchange and mobile faults. Vendors of exchange equipment contracted to provide 3rd line support. 	SJFRS (JT Global)	2013
42		Failure of all off-Island telephony links	3	<p>Proactive</p> <ul style="list-style-type: none"> Diverse cable routed via France back to the UK. <p>Reactive</p> <ul style="list-style-type: none"> Contract ongoing with the BT repair ship. 	SJFRS (JT Global)	2013
43		Complete or large scale loss of gas supply to the Island for a sustained period	12	<p>Proactive</p> <ul style="list-style-type: none"> Detection, alarm and control systems Maintenance and inspection regimes Operating procedures <p>Reactive</p> <ul style="list-style-type: none"> Emergency Powers and Planning (Jersey) Law and Competent Authority arrangements Emergency Operating Procedures Limited backup gasholder stock 	SJFRS (Jersey Gas)	2013

44	H41	Failure of Electricity Network - Production	2	<p>Proactive</p> <ul style="list-style-type: none"> • Production and importation facility backed up by automated load control and remote control systems allowing rapid restoration of supply. • Additional measures for resilience and redundancy in place since 2012 power cuts. • UPS and on site generation for most critical systems. <p>Reactive</p> <ul style="list-style-type: none"> • JEC emergency procedures, BCM, DR and risk control processes. 	SJFRS (Jersey Electricity)	2013
45	H41	Failure of Electricity Network - Distribution	2	<p>Proactive</p> <ul style="list-style-type: none"> • Dual redundant ring system. <p>Reactive</p> <p>Radial systems allowing restoration via alternative circuits. Jersey Electricity emergency and risk control arrangements. Concentration of distribution plant in St Helier enabling prioritisation of critical systems in vicinity.</p>	SJFRS (Jersey Electricity)	2013
46		Large Scale Public Protest	4	<p>Proactive</p> <ul style="list-style-type: none"> • Police officers on the public order teams undergo regular training and exercising in accordance with the Association of Chief Police Officers National Public Order Manual. • Mutual aid arrangements with PNICC UK • Good intelligence providing early indication of protests and demonstrations. • Recent experience of policing events and demonstrations in Jersey. <p>Reactive</p> <ul style="list-style-type: none"> • Liaison with relevant Organisers of protest marches at an early stage to gauge numbers etc and advise of their responsibilities and legislative requirements. • Adequate policing in place for event. • Intelligence cell set up. • Arrangements in place for Mutual Aid assistance if required. 	SoJP	2013

47	H31 / H36	Significant or perceived significant constraint on the fuel supply to the Island due to blockades and or other action in the UK or EU or from international crisis affecting global supplies	4	<p>Proactive</p> <ul style="list-style-type: none"> Improved monitoring of the industrial relations landscape in the bulk fuel sector in the UK and EU resulting from experiences in 2000 fuel dispute. Regular liaison between fuel companies and Emergency Planning Officer regarding stock levels. <p>Reactive</p> <ul style="list-style-type: none"> Ability to source high volume fuel deliveries from UK or mainland Europe. Emergency powers available to regulate the distribution of fuel stocks in worst case scenario. National and international mitigations in place including use of OPEC spare capacity (outside of middle east) and IEA contingency. 	Chief Minister's Department (Emergency Planning) and (SIFRS)	2013