

## **INDIVIDUAL RISK ASSESSMENT**

<b>Hazard/threat category</b>	<b>Sub-category</b>
<b>Industrial Action</b>	<b>Constraint on the supply of fuel e.g. industrial action by contract drivers for fuel</b>
<b>Hazard and threat description, plus scale</b>	<b>Risk reference number</b>
<b>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.</b>	<b>H31</b>
<b>Date of revision</b>	<b>Next review</b>
<b>10 April 2007</b>	

### **1. Overview of hazard or threat**

There are other potential causes of fuel shortages besides industrial action. An example is the Buncefield Depot oil fire in December 2005 that had an impact on national fuel stocks.

As a result, the prospect of severe or localised fuel shortages continue.

### **2. Key historical evidence**

Contract drivers responded to requests from fuel depot pickets in September 2000 and are aware of the potency of taking industrial action.

The widespread contaminated fuel problem in spring 2007 resulted in supermarket fuel stations having to empty, cleanse and replenish fuel tanks, leading to localised fuel shortages.

### **3. Likelihood**

<b>Hazard</b>	<b>Outcome description</b>	<b>Likelihood</b>
<b>Limited or non supply of fuel</b>	<b>National or local shortages of fuel at filling stations</b>	<b>Possible (4)</b>

## 4. Impact

### Summary

Hazard	Outcome description	Impact
Limited or non supply of fuel	National or local shortages of fuel at filling stations	Health – Insignificant number of injuries or impact on health (1)
		Social – Significant impact on and possible breakdown of delivery of some local community services (4)
		Economic – Significant impact on local economy with medium-term loss of production (4)
		Environment – Insignificant impact on environment (1)

### Details

Impacts
<b>Primary</b>
Widespread transport disruption leading to shortages at retail outlets and staff unable to travel to work
Panic buying by general public causing queues and disorder problems
Possible closure of businesses, hospitals, schools
<b>Secondary</b>
Disruption to essential services due to supplies delivery failures and staff travel problems
Possible increase in fire / explosion risks if there is an increase in illegal / unsafe storage of fuel in homes and garages

## 5. Vulnerability and resilience

Fuel shortages in the recent past all resulted in panic buying by motorists once news or rumours of shortages became known, sometimes with retail outlets running totally out of fuel.

The September 2000 fuel shortage led to all Category 1 organisations producing fuel shortage procedures, and DTI producing a national Downstream Oil Emergency Response Plan.

## 6. Overall assessment

Category	Sub-category		
Industrial Action	Constraint on the supply of fuel e.g. industrial action by contract drivers for fuel		
Outcome description	Impact	Likelihood	Risk
<p>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.</p>	<p><b>Moderate</b></p> <p>(Impact classes at section 4 above are 1,4,4 &amp;1, totalling 10. Average rounded up = Moderate, average rounded down = Minor)</p>	<p><b>Possible</b></p>	<p><b>High</b></p> <p>(High if rounded up, Medium if rounded down)</p>
<p><b>Controls in place</b></p> <p>DTI national Downstream Oil Emergency Response Plan            Local authority Fuel Shortage Response Plans            Government demand calming measures            Forecourt Supply Management measures            Bulk Oil Products Allocation Scheme            Designated Filling Station scheme</p>			
<p><b>Additional risk treatment required</b></p> <p>Continued development of Business Continuity Management plans</p>			