

ANNUAL REPORT TO THE DEFENCE ENVIRONMENT AND SAFETY BOARD

2000/01



DEFENCE ENVIRONMENT AND SAFETY REPORT

2000/01



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Glossary of Acronyms used in this report

AOA	-	Air Officer Administration
ABRO	-	Army Base Repair Organisation
ACNS	-	Assistant Chief Naval Staff
ACOP	-	Audit Code of Practice
AESB	-	Army Environment and Safety Board
AFOPS	-	Armed Forces Overarching Personnel Strategy
APC	-	Army Personnel Centre
ASSP	-	Airfield Support Services Project
ATRA	-	Army Training and Recreational Agency
CE WSA	-	Chief Executive War Ship Agency
CESO(A)	-	Chief Environment and Safety Officer (Army)
CESO(MOD)	-	Chief Environment and Safety Officer (Ministry of Defence)
CESO(RAF)	-	Chief Environment and Safety Officer (Royal Air Force)
CGNS	-	Commandant General Naval Staff
CGRM	-	Commandant General Royal Marines
CHASP	-	Central Health and Safety Project
CINCFLEET	-	Commander in Chief Fleet
CJO	-	Chief of Joint Operations
COMAH	-	Control of Major Accident Hazards
COMNA	-	Commander Naval Aviation
COMRFA	-	Commodore Royal Fleet Auxiliary
COP	-	Code of Practice
COS AG	-	Chief of Staff Adjutant General
COS 2SL CNH	-	Chief of Staff Second Sea Lord Chief Naval Home
CVF	-	Future Aircraft Carrier
DARA	-	Defence Aviation Repair Agency
DASB	-	Defence Aviation Safety Board
DAWN IT	-	Development of the Abbey Wood Network Information Technology
DC&L(F&S)Claims	-	Directorate of Claims & Legal (Finance & Secretariat) Claims
DCDL	-	Deputy Chief Defence Logistics
DCSA	-	Defence Communication Services Agency
DCTA	-	Defence Clothing and Textiles Agency
DE	-	Defence Estates
DEFRA	-	Department for Environment, Food & Rural Affairs
DESB	-	Defence Environment and Safety Board
DETR	-	Department for Environment, Transport and the Regions
DFS	-	Defence Fire Service
DG DEF LOG SF	-	Director General Defence Logistics
DGES(AIR)	-	Director General Equipment Support (Air)
DGES(LAND)	-	Director General Equipment Support (Land)
DGES(SEA)	-	Director General Equipment Support (Sea)
DLO	-	Defence Logistics Organisation
DOMES	-	Defence Ordnance Munitions and Explosives Safety Study
DOSB	-	Defence Ordnance Safety Board
DOSG	-	Defence Ordnance Safety Group
DPA	-	Defence Procurement Agency
DRFC	-	Directorate of Reserve Forces and Cadets
D SEF Pol	-	Directorate of Safety, Environment and Fire Policy
DSMT	-	Directorate of Specialist Management Training
DSTL	-	Defence Science and Technology Laboratory
DTI	-	Department of Trade and Industry
DTLR	-	Department for Transport, Local Government and the Regions
DU	-	Depleted Uranium
EA	-	Environment Agency
EIAs	-	Environmental Impact Assessments
EMS	-	Environmental Management System
ERM	-	Environmental Risk Management

EU	-	European Union
FASM	-	Future Attack Submarines
FONA	-	Flag Officer Naval Aviation
FOSF	-	Flag Officer Surface Flotilla
FOSM	-	Flag Officer Submarines
FRAM	-	Fire Risk Assessment Methodology
FSCTE	-	Fire Service Central Training Establishment
FSMP	-	Fire Safety Management Plan
H&S	-	Health and Safety
HLB	-	Higher Level Budget
HLEAs	-	Higher Level Environmental Appraisals
HLF	-	High Level Forum
HSC	-	Health and Safety Commission
HSE	-	Health and Safety Executive
IT	-	Information Technology
JSP	-	Joint Service Publication
LAIRG	-	Land Accident Investigation and Reporting Group
LAIT	-	Land Accident Investigation Team
LINC	-	Land Incident Notification Cell
LQA	-	Land Quality Assessment
LSSB	-	Land Systems Safety Board
LSSO	-	Land Systems Safety Office
MACR	-	Major Accident Control Regulations
MAFF	-	Ministry of Agriculture, Food and Fisheries
MOD(N)	-	Ministry of Defence (Navy)
NAWR	-	Noise at Work Regulations
NBSA	-	Naval Base Support Agency
NGOs	-	Non-governmental Organisations
NMA/NAVSEC	-	Naval Manning Agency/Naval Secretariat
NRTA/FOTR	-	Naval Recruiting and Training Agency/Flag Officer Training Agency
NVQ	-	National Vocational Qualification
OH	-	Occupational Health
OME	-	Ordnance, Munitions and Explosives
PI	-	Performance Indicator
PPP	-	Public Private Partnership
PSAs	-	Public Service Agreements
PTC	-	Personnel and Training Command
PUS	-	Permanent Under Secretary
RHS	-	Revitalising Health and Safety
RIDDOR	-	Reporting of Injuries, Diseases and Dangerous Occurrences Regulations
RMCS	-	Royal Military College of Science
RMG	-	Risk Management Group
RWMAC	-	Radioactive Waste Management Advisory Committee
SDA	-	Service Delivery Agreement
SDR	-	Strategic Defence Review
SEA	-	Strategic Environmental Appraisal
SHE	-	Safety Health and Environment
SHEF	-	Safety Health Environment and Fire System
SP Pol	-	Service Personnel Policy
SR	-	Spending Review
SSB	-	Ship Safety Board
SSMO	-	Ship Safety Management Office
SSSI	-	Sites of Special Scientific Interest
STC	-	Strike Command
STC COS	-	Strike Command Chief of Staff
TGDA	-	Training Group Defence Agency
TLB	-	Top Level Budget
UNEP	-	United Nations Environment Programme
US of S	-	Under Secretary of State
VCDS	-	Vice Chief of Defence Staff

FOREWORD

This is the second Annual Report to the Defence Environment and Safety Board from the Chief Environment and Safety Officer (MOD), and the first under my directorship, a role I have been happy to assume from my predecessor, Dr John Connor. Last year saw the formation of the Defence Environment and Safety Board and the bringing under its auspices of the various functional boards dealing with the safety of military equipment and systems, as well as with general safety, environment and fire issues. Annual reports have previously been issued by my Directorate covering the latter, but this is the first report to give a review of the performance of the Department as a whole on all these activities, and its format has been amended to reflect this.



Over the reporting period there has been considerable progress in a number of areas identified as priorities in last year's report, including the implementation of the new Safety Management System, preliminary work on a sustainable development strategy, the completion of a nuclear safety study, ongoing work on the departmental requirements for fire services, and the start of studies into the requirements for the provision of occupational health services to MOD staff. Within this programme, the highest priority has been given to policy advice to Ministers and to the handling of parliamentary business, the volume of which has increased significantly compared to 1999/00, not least as a result of public and media interest in depleted uranium (DU).

The coming year is likely to present a similar set of challenges. Among the main priorities are the consolidation of the new Safety Management System, including the possible incorporation of a Nuclear Safety Board, which, together with the formation of the Defence Ordnance Safety Board (DOSB), has highlighted the need to address a number of interface issues between the functional boards. Further work will also be required to take forward the Department's sustainable development strategy, the strategy on defence-related nuclear waste, the review of the Defence Fire Service, the implementation of the revised Safety, Health, Environment and Fire (SHEF) Audit Manual and the enhanced environmental monitoring programme in the Balkans. In the area of equipment safety, priority will also be given to ensuring that the arrangements for through-life safety management are consistent with overall acquisition processes and are defined in as clear a manner as possible. However, despite the challenges, I am confident that the Department now has in place the management structures and procedures to allow us better than ever before to meet our collective goal of delivering military capability in a safe and cost-effective manner.

A handwritten signature in dark ink, appearing to read 'G Hooper', written in a cursive style.

Dr G Hooper
Chief Environment and Safety Officer (MOD)

PART I

DEPARTMENTAL PERFORMANCE

INTRODUCTION

In July last year the Secretary of State issued a Policy Statement on the Management of Safety and Environmental Protection. This combined in a coherent fashion previously separate policy statements on safety, environmental protection and fire safety, highlighted the importance of safety and environmental management in the acquisition process, and brought the functional boards dealing with the safety of military equipment and systems, as well as general SHEF issues, under the auspices of a newly created Defence Environment and Safety Board (DESB). In so doing, the Policy Statement formally put in place the overarching structure of a new departmental Safety Management System.



The chair of each functional board has delegated authority from the 2nd Permanent Under Secretary to make departmental policy, set standards and define the extent to which independent scrutiny and regulation are to be applied to activities within the scope of the board's terms of reference. In conducting the business of their boards, chairs are to be guided by general SHEF policy as well as by relevant legislation and matters specific to their area.

They will provide direction, set objectives, monitor, review and report on performance. To make sure that an integrated approach to safety and environmental management is applied throughout the Ministry, each board chair will also be a member of the DESB together with senior representatives from each Service, the Centre, the Permanent Joint Headquarters (UK), the Defence Procurement Agency, the Defence Logistics Organisation, the Defence Science and Technology Laboratory (DSTL), Defence Estates, and the Chief Environment and Safety Officer (MOD).

Dr Lewis Moonie, the Parliamentary Under-Secretary of State, chaired the inaugural meeting of the DESB in November 2000. The present report, which was considered and approved by the second meeting in July 2001, concerns the management of safety and environmental protection in the Ministry of Defence for the year 2000/2001. It covers the full range of safety matters (health and safety at work; the safety of equipment and weapons systems; environmental protection; and fire safety) and comprises two parts, dealing respectively with departmental safety performance in general and SHEF policy development in particular.

THE FUNCTIONAL SAFETY BOARDS

DEFENCE AVIATION SAFETY BOARD

The Defence Aviation Safety Board (DASB) provides a focus for the wide-ranging issues associated with military aviation safety and the chairman is now charged with the responsibility for establishing Departmental policy, standards and regulations for the management of aviation safety. During the reporting period, the DASB has met twice and advised the Secretary of State on the MOD's aviation safety record, aviation safety issues of note, and on progress in the management of aviation safety and the implementation of safety management initiatives. Procedures, aircraft standards and Service practices are assessed as satisfactory, although there is evidence of pressure on safety margins in a number of areas. The DASB has been assured that these risks are being actively managed but that, maintaining adequate safety margins, will have some impact on operational capability.



In advising the Secretary of State, the DASB drew attention to the limited scope for the funding of enhancements to new and existing aircraft. Safety improvements must be actively sought and balanced carefully against operational enhancements wherever possible, not only to reduce the unnecessary loss of operational assets, but also to mitigate unwelcome operational limitations and the consequent impact on operational capability across the MOD. Capability Managers have been reminded of the significance of this requirement.

Work continues to maintain and, where appropriate, update and enhance the airworthiness training courses available to MOD staff and contractors. Ongoing safety management initiatives are addressing such matters as aviation safety targets, performance indicators, airworthiness competencies and the exploitation of military Unmanned Air Vehicles. The development of a revised regulatory structure is proceeding. The aim is to ensure that the policy and regulatory material forms a coherent suite of documents covering all aspects of aviation safety including best modern safety management practices.



SHIP SAFETY BOARD

Over the year the Ship Safety Board (SSB) approved the formation of Naval Authorities to regulate a number of technical disciplines involved in ship design that have been associated with high loss of life in the event of a failure. Regulation will be achieved by the provision of technical advice and safety certification to project teams for the entire life cycle of a ship. The vast majority of these design standard sponsors already existed within the MOD, but they are now being attached to the MOD regulatory structure. To

ensure some independence from the organisations in which they reside, these Naval Authorities require letters of delegation/authorisation from the Chairman of the SSB. Before such delegations/authorisations are put in place the organisations are being audited to make sure they can provide the competent regulation required by the SSB.

The competence audits of the Naval Authorities are being undertaken against civil standards of oversight. A number of weaknesses in our regulatory regime have been identified including a lack of physical audit of the product. The Ship Safety Board in its May 2001 meeting discussed the findings of these audits and how to address them.

The role of the Naval Authorities is being introduced to the MOD community by means of a series of Roadshows at venues including Bristol, Bath and Portsmouth. They were well attended with applications from MOD, Industry and the Services. A series of publicity articles is also being planned.

The Ship Safety Management Office (SSMO) (Secretariat to the SSB) is currently updating the policy of the Ship Safety Board (JSP430). The draft JSP430 has been widely circulated with the MOD and external consultation will take place with industry and safety regulators later in the year. The current timetable for endorsement by the Ship Safety Board envisages a formal release early in 2002.



The SSMO completed audits of the FASM, CVF and Type 45 Projects against JSP430 and is planning a series of audits to cover a number of other projects. The findings of these audits were reported to the 9th SSB.

The SSB sponsors commercially supported safety management training directed at MOD, Contractor and Service personnel. Over 1000 people have completed this training with wide support and interest coming from both the defence and commercial sectors of industry. A number of foreign navies have also been attracted to the format and content of the courses.

The SSMO has recently added a safety critical software specialist to the team and has taken over sponsorship of several related Defence Standards widely used by both MOD and industry. Their review and update will be a significant activity in future years.



The SSMO has developed a cost of accidents model, which has been presented at a safety conference and been well received. Once developed, it has the potential to guide future SSB policy.

The 9th SSB took place on the 25th May 2001. The SSB's main priorities for the coming year relate to: establishment of a satisfactory regulation regime for warships in harbour; strategic review of the SSB function and its secretariat's role; CE WSA concerns over the resource levels of the naval Authorities; and publication of JSP 430.

THE LAND SYSTEMS SAFETY BOARD

The principal purpose of the Land Systems Safety Board (LSSB) is to provide top-level direction on safety policy for Land Systems equipment. The Board includes representation from all the main areas involved in the through-life management of equipment, together with the heads of the various central policy areas. The secretariats of the other functional boards also attend to provide coherence. The Board is supported by the Land Systems Safety Office (LSSO), which provides advice to managers and commanders on the management and achievement of equipment safety. The procedures for ensuring the safety of Land Systems equipment are published as JSP 454, which was last updated in January 2000.

LSSB activity during the year 2000/2001 concentrated on building on the work put in train in previous years, and on the development of new initiatives arising as a result of policy work and the restructuring of the functional Safety Board interrelationships. Board



meetings take place at least twice a year; a full Board meeting is held to review the status of policies and standards in the light of current developments, with a second meeting, limited to key members and invited specialists, to review the status of safety management for specific projects. In discharging its responsibilities, the Board receives reports on the status of safety management in Integrated Project Teams, together with audits conducted by various authorities through the year.

These reviews concluded that many projects now had in place the main constituents of a formal safety management system: the formation of a Safety Panel, the issue of a Safety Plan, and underlying work for a Safety Case. In some areas, however, especially where considerable reorganisation had occurred over the last year, formal safety management systems had yet to be put in place or needed further development. As a consequence, the Board has set procedures in train to make sure that each area is aware of the respective responsibilities and that all stakeholders are represented on the appropriate Safety Panels. These procedures will be built into a safety management process map to be generated in detail over the next year and integrated into the overall acquisition management system.

To continue to raise safety management awareness, the LSSO took the lead, in conjunction with the other Safety Offices and industry, in organising the second MOD equipment safety assurance symposium, which was held in November 2000 on the theme of 'Through-life Safety Management'. Over 300 delegates from MOD, industry, other government departments and academia attended the two-day event, which included lectures, workshops and an exhibition. Another symposium is being planned for later in the year.



Together with the other Safety Offices, the LSSO has also taken the lead in sponsoring and updating the MOD training courses in systems safety assurance. In parallel, the MOD functional competencies are being re-evaluated, using the HSE competency framework as a basis.

Given the value to project teams designing new equipment of feedback from accidents, incidents and near-misses involving equipment already in service, the Land Accident Investigation and Reporting Group (LAIRG), formed by the LSSB in 1999, continued to explore ways of rationalising incident reporting. The main work to date has been the proposed formation of a Land Incident Notification Cell (LINC) which is intended to be a 'One Stop Shop' advising units on the correct reporting and investigation procedures and co-ordinating the responses from investigating teams. The intention is to notify all incidents to the LINC for purposes of tracking reports, future investigations and trend analysis.

THE DEFENCE ORDNANCE SAFETY BOARD

The Defence Ordnance Safety Board (DOSB) is the most recent of the functional safety boards to be created, being set up in October 2000 as a result of the Defence Ordnance Munitions and Explosives Safety (DOMES) Study. This recommended the introduction of a new ordnance, munitions and explosives (OME) safety management system across MOD, supported by an integrated tri-service safety organisation, and overseen by a committee to set policy and standards, provide assurance that the safety management system was effective, and act as a single high level focal point. The new organisation, known as the Defence Ordnance Safety Group (DOSG), is planned to be fully in place in the Defence Procurement Agency by September 2001. The Defence Ordnance Safety Board has met twice during the reporting period and approved its terms of reference and a strategy for performance management and reporting.



The new organisation is responsible for a number of joint service publications setting out a range of procedures to ensure safety. These cover Military Laser Safety, Defence Land Ranges, the Transport of Dangerous Goods, and Major Accident Control Regulations (MACR). Two further publications, on Military Explosives and the OME Safety Management System, are being developed.

Areas in which the DOSG is developing policy for approval by the DOSB include the berthing of warships carrying ammunition in naval bases, as a consequence of perceived risks posed by embarked explosives, and the impending revision of the UK legislation for explosives storage and transport; an implementation strategy for insensitive munitions to improve the UK track record in this area; the development of a system of functional competencies for staff working in OME safety management to help with recruitment,

retention and training; and a strategy to review the level of clearance for weapons in service, not least those weapons with interim, emergency or special block clearance.

Finally, the DOSG has also assumed the role of Competent Authority in respect of the introduction of MOD's internal MACR mentioned above. These Regulations implement standards equivalent to those required by the national Control of Major Hazard (COMAH) Regulations, which do not apply to MOD.

THE SHEF BOARD

The role of the SHEF Board as the functional board with the focus on people rather than equipment comprises three main tasks: to develop the overall safety, health, environment and fire policy for MOD, monitor its implementation, and oversee the scrutiny of draft legislation. It is supported by a network of SHEF Focal Points, representing the main MOD management areas, and reports from which can be found below. The Board, initially under its previous title of the Defence Environment and Safety Committee, met three times during the course of the reporting year.

In its policy development role, it approved the framework for a corporate MOD environmental management system (EMS) and set in hand work on an implementation plan. It also considered how to apply sustainable development principles in MOD, discussed the development of a climate change strategy and a MOD-wide system of audit, and approved a Memorandum of Understanding negotiated with the Environment Agency to facilitate co-operation and understanding between the two departments. In addition, action was taken to create a clear central policy authority for Land Quality Assessments.

The monitoring of policy implementation involves a twice-yearly report from CESO(MOD) to the Board in the form of an Action Plan, reporting progress on policy initiatives undertaken at the Board's direction. For the current year this included, for example: monitoring accident statistics; making arrangements to introduce the equivalent of the COMAH Regulations into MOD (now taken over by the DOSB as noted above); and overseeing the development and delivery of travel plans at MOD establishments. The Board also discussed the best way to manage occupational health service requirements across MOD.



On legislation, the Board examined a digest of mainly EU proposals, likely to affect MOD, paying particular attention to: the implications for MOD of an EU White Paper on Civil Liability for the Environment; a draft EU Directive on Hazardous Substances in Electronic and Electrical Equipment, where prohibitions on particular substances could have an effect on equipment; and the Framework Directive on Ambient Noise, the defence implications of which are currently being evaluated.

SHEF AUDIT

THE MOD AUDIT CODE OF PRACTICE

The MOD SHEF Audit Code of Practice (COP) was issued in April 2000, and the MOD SHEF Audit Board was established to oversee and control its development. It was agreed that the Audit COP would run for one year initially, before being reviewed, and provide a common system for audit across MOD.

As part of the review process, a SHEF Audit Seminar and Workshop was held in February 2001, hosted by HQ Land Command, and attended by the TLB Audit Authorities and those directly involved in the conduct of SHEF audits. The aim was to review the experience of the Audit Authorities in implementing the Audit COP and use their inputs to inform the end-of-year review. There was general acceptance from those Audit Authorities that have carried out SHEF audits that a common system for audit provides a sensible way forward; they found the system to be effective in identifying shortfalls and recommending remedial action. Some weaknesses were identified, and these will be taken into account in future development. For the future the aim is further simplification of the audit process by the introduction of integrated SHEF audits. Also planned is the introduction of formal SHEF audit training and IT assistance in the audit process.

Currently the Audit COP assessments are based on the following Performance Indicator categories:

Category	Rating
A	90-100%
B	80-89%
C	70-79%
D	60-69%
E	below 60%

AUDIT PROGRAMME

Four TLB/Agency audits were completed during the reporting year by the Audit Section of the Directorate of Safety, Environment and Fire Policy. They were:

Chief of Joint Operations(CJO)
2 nd PUS/VCDS
Met Office
RAF Personnel & Training Command

These audits were conducted under the SHEF Audit COP described above. An audit planned for the Defence Procurement Agency was slipped to year 2001/2002 at the request of the Agency.

In addition, 3 Functional Audits were conducted covering:

Health & Safety Management in the Cadet Forces
Fire Risk Assessment Methodology (FRAM)
Management of SHEF in Operational Theatres

AUDIT FINDINGS

The TLB audits produced the following ratings:

TLB	H&S Rating %	Environment Rating %	Fire Rating %
CJO	69	49	73
2 nd PUS/VCDS	68	Not Rated	85
Met Office	91	64	52
RAF P&T Command	89	80	See note below

Note: The fire element of the PTC audit and the environmental element of the 2nd PUS/VCDS audit could not be conducted in the planned audit timeframe and will be reported separately.

Health and Safety. The sampling/verification phase of the audits showed a continuing trend of improving awareness and performance in all aspects of Health and Safety compliance. The relatively low ratings for the Health and Safety elements of the 2nd PUS/VCDS and CJO audits were the result of the way top level support is organised and delivered, rather than poor compliance. Risk assessments are now almost universally in place, but the quality of many assessments could be higher and a MOD-wide initiative will be conducted to improve their overall quality. The guidance in JSP 375 on Health and Safety Risk Assessment has been revised and should help this review process.

Environment. The MOD corporate Environmental Management System (EMS), based on ISO14001, had not been introduced at the time of the audits and, as a result, environmental performance was assessed using the Environmental Compliance question set detailed in the Audit COP. This concentrates on the extent to which the TLB is achieving compliance with environmental legislation and the extent to which actions are in hand that will facilitate the introduction of the MOD EMS. The audits revealed that, at the working level, systems are in place to deal with legislative requirements but that, despite forward movement, there is still considerable work to be done to meet the requirements of the MOD EMS. An exception here was the RAF, which was relatively well advanced in the second of these areas.

Fire. The initial round of SHEF Audits indicated the need for a professional Fire Officer to participate in all SHEF Audits, and this has now been implemented. Although evidence from audits and inspections and from accident and fire statistics confirms that compliance with fire legislation and MOD policy in the audited areas was high, and that MOD has

effective systems in place to maintain safety and environmental standards, the work to develop the SHEF management system demonstrated that the latter lacked coherence. Different levels and types of audit have been conducted, with significant overlaps and duplication of effort. Across the Department, implementation of central policy guidance has also at times resulted in duplication of work on detailed working practices. The low rating in the case of the Meteorological Office audit was a result of their not having received the available support from the Defence Fire Service; this problem has since been addressed.



FUNCTIONAL AUDITS

The status of the 3 functional audits mentioned above is as follows:

An interim report has been issued on the FRAM (Fire Risk Assessment Methodology) audit, which highlighted shortcomings in the manner in which FRAM was introduced, operated and controlled across MOD. As a result, the FRAM programme has now been re-designed to make it more user friendly. Current evaluation suggests that this has been achieved and that greater speed of implementation can now be expected. The FRAM User Group are due to report in August 2001. The potential for external validation of the FRAM process is also being investigated.

The Cadet Forces study revealed a lack of consistency in the safety management of Cadet Forces. This related principally to the scope and adequacy of risk assessments; a lack of health and safety training at unit level; an absence of health and safety trained support at the cadet HQ level; and inadequate safety inspections of cadet premises. The recommendations of the study have been accepted by the Director of Reserve Forces and Cadets (DRFC) and a Steering Group was established on 28 February 2001 to oversee their implementation. A Cadet Project Officer has been appointed to take the work forward. Her task will be to ensure that comprehensive health and safety guidelines and management procedures for cadets are in place by 1 September 2002, and that a full training system is implemented for health and safety appointments in the Cadet Forces.

The Operational Theatres audit is still in progress and will be reported in year 2001/2002.

REPORTS FROM SHEF AREAS

THE ROYAL NAVY

SHEF Performance. Based on the results of internal audit and trials of the Audit Code of Practice, the RN SHEF Performance is assessed overall as Category B (80%-89%) for the reporting period from 1 April 2000 to 31 January 2001.



Accident/Incident Statistics.

Over the period April 2000 to March 2001, the total number of events reported across the Royal Navy was as follows:

Event HLB	Dangerous Event	Environment incident/ Enforcement action	Ill Health	Injury	Injury and Dangerous event	Near Miss	Grand Total
ACNS				3			3
CGRM			7	119		2	128
COMRFA				33			33
COS 2SL CNH			1	42		1	44
FLEET				7			7
FONA		1		56		2	59
FOSF	3			115	6	9	133
FOSM				40	2	5	47
NMA / NAVSEC				1			1
NRTA / FOTR	1	1	5	178		47	232
Grand Total	4	2	13	594	8	66	687

Environmental Management Systems. The current RN Environmental Management System (EMS), which is documented in BR9208, is based on ISO 14001. Progress with implementation across the RN is as follows:

Area	Status
2SL/CNH	Fully implemented and subject to internal audit.
CGRM	All establishments now have EMSs in place and internal auditing will start once the SHEF Audit Code of Practice (COP) is implemented in full. In the meantime the COP will be evaluated alongside existing methodologies.
COMRFA	All ships operate a pollution prevention policy based on the International Safety Management (ISM) code mandated by the International Maritime Organisation (IMO). The ships are audited internally annually and at 2.5 year intervals by the Maritime and Coastguard Agency (MCA).
FOSF	EMS documentation is implemented in 95% of the surface flotilla and is programmed for the remaining units. An internal audit programme is in place.
FOSM	FOSM are in the process of implementing the FOSF system.

Marine Environmental Safety. Progress towards the Navy Board requirement for an environmentally compliant surface flotilla by 2005 remains on target. Pollution reports, all for minor spills, were as follows up to December 2000: COMRFA – 17 Pollution Reports and 6 near misses; FOSF – 44 Pollution Reports.

Fire Safety Management. FRAM has now been fully implemented across the RN estate, and is subject to routine audit. The MOD FSMP (Fire Safety Management Plan) is now in the implementation phase with a projected completion target date of March 2003. All high risk buildings have been assessed.

SHEF Audit Code of Practice (Audit COP). The Royal Navy has completed testing the SHEF Audit COP at TLB/HLB and Establishment level. Work continues to refine the document under the auspices of the MOD SHEF Audit Board.

SHEF Training. As part of the Fleet First study, a training needs analysis was conducted on all the central safety management organisation posts as well as on those posts with specific SHEF responsibilities remaining in the line management structure.

Control of Contractors. This has been identified as a major area of concern in CINCFLEET owing to the many interfaces between the RN and other MOD authorities. An RN review concluded that the main problem lay with the surface flotilla, owing to the large amount of contractor support in this area. Since most of the contractual work is managed by the DLO, the RN has no direct control over the contractors until they arrive at the dockside. The main problems for the RN are, therefore, to ensure that the contractor receives a safety briefing before boarding the ship; to ensure the safety competence of the contractor; and to control the contractor while on board ship. To overcome these difficulties, the naval bases have appointed Duty Holders for control of contractors, and a series of meetings has been held to agree working procedures. In parallel, the RN are

reviewing their procedures for control of access to ships. An interim amendment has been issued to BR 9147, the MOD(N) health and safety handbook.

Environmental Impact Assessments. The RN will fully comply with the Secretary of State's policy statement in this area once an agreed methodology, resources and expertise are available at working level. In the interim, EIAs are being conducted on a case by case basis. In addition, the RN is producing interim instructions to enable RN operation and exercise planners and commanding officers to take account of environmental requirements during the conduct of naval exercises and training in UK waters.

THE ARMY

Army Management Structure. The Army anticipated the Government's Revitalising Health and Safety initiative by sponsoring a study by the Directorate of Management and Consultancy Services of the Army management structure for health and safety, environmental protection and energy efficiency. The recommendations of the study included the establishment of:

- a strong central Army focus reporting to DCOS LAND, aimed at bringing the Army into line with the other two Services and enhancing the profile of the central focus;
- regional advice teams in the non-operational UK Divisions, Germany and Northern Ireland;
- a Chief Environment and Safety Officer(Army) in the rank of Colonel to lead the central focus, with a training officer to identify and meet health and safety and environmental protection training needs across the Army;
- an Army Environment and Safety Board (AESB) responsible for formulating and directing a single management policy across the Army;
- the Land Accident Investigation Team (LAIT), formerly the Training Accident Investigation Team in HQ AG, as part of CESO(A)'s organisation.



Action has been taken to implement the recommendations. The CESO(A) staff focus was set up and subsequently joined at Netheravon in August 2000 by LAIT and the Range Safety Inspection Team (Army). The first meeting of the AESB was held in June 2000 and the SO1 Training was appointed in December to carry out a SHE Training Needs Analysis across the Army. Instead of the regional advice teams, a one-year support contract with RPS Consultants was let in December at a cost of £0.5M

from which units are able to obtain help. The contract included the provision of Dangerous Goods safety Adviser support in Great Britain.

SHEF Performance. The Army Health and Safety and Environmental Protection Plan for 2000/01 included a requirement to improve Health and Safety performance (measured using the Performance Indicators described in the SHEF Audit section of this report) by 5%, subject to a bottom level of 85%. Overall results are:

Division	Percentage
2 Division	92%
4 Division	92%
5 Division	89.23%
Northern Ireland	83.92%
Adjutant General	89.37%

Accident and Incident Reporting. Many Army units have difficulty with the CHASP accident reporting system, and proposals have been made for changes, in particular to the one-hour reporting threshold, which would make it easier to report accidents. The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR) are to be reviewed by the HSE in 2002 and one option might be the extension of RIDDOR reporting, which currently has a three-day threshold, to military personnel. There will be a requirement for MOD guidance on meeting the targets set under the Government's Revitalising Health and Safety initiative for reducing deaths and major injuries at work, occupational ill health and lost working days. The total number of events reported across the Army between April 2000 and March 2001 was as follows:

Event HLB	Dangerous Event	Environment Incident/ Enforcement Action	Ill Health	Injury	Injury and Dangerous Event	Near Miss	Grand Total
2ND DIV				54		3	57
4TH DIV			4	50	1	2	57
5TH DIV	1		1	44		2	48
COMMAND		1		133	2	6	142
RES CADETS			1	151		9	161
1(UK)ARMD DIV				110	1	8	119
UK SUPP COMM(G)				8			8
3RD(UK)DIV			3	115	3	7	128
LAND SUPPORT (>1/4/99)				8			8
APC			1	4			5
MANNING & TRAINING				1			1
COS AG				16			16
ATRA	1		24	982	6	33	1046
SERVICE CHILDRENS EDUCATION				102			102
GENERAL STAFF (>1/4/98)				45		4	49
RMCS(>1/4/98)				1			1
RAF ALDERGROVE BLB				52		40	92
3 INF BDE HLB			1	41			42
8 INF BDE HLB			1	31	1	1	34
39 INF BDE HLB			3	51			54
ACOS G1 G4 IBG				8		1	9
ACOS G2 G3 IBG				54	1	2	57
Grand Total	2	1	39	2061	15	118	2236

Environmental Management Systems. A two-day Army EMS implementation course has been developed. EMS implementation will take place on ten trial sites in 2001. Implementation on all Army sites is expected to take three years.

SHEF Audit. The CESO (RAF) audit programme began earlier in the year using the SHEF Audit Code of Practice (Audit COP). But as not all units had made enough progress to enable detailed examination of the EMS, most audits were a combination of Health and Safety Management and Environmental Compliance Audits. Environmental Management System audits are due to replace the Environmental Compliance audits from April 2001 to provide a full SHE style audit. It is planned to add the Fire aspects of the Code of Practice from April 2002.

SHE Audit Findings. The RAF has developed a three-year audit programme to cover all RAF Units. To date, five Health and Safety audits, eleven Environmental Compliance audits and three EMS audits have been carried out, two of which were integrated SHE audits. All were conducted using the SHEF Audit COP. The Performance Indicator ratings are shown in the chart below.



Environmental Pollution Incidents. The following environmental pollution incidents were recorded in the reporting period until April 2001: RAF Benson – oil spill resulting in land contamination and remediation; RAF Uxbridge – red diesel spill resulting in pollution to River Pinn.

EA Enforcement/Prohibition Notices. The following Environment Agency Enforcement/Prohibition notices were issued against the RAF during 2000/01.

Location	Event
St Athan	Enforcement Notice issued against St Athan for exceeding limits of cadmium discharge consent.
St Mawgan	Warning issued following a breach of the Special Waste Regulations 1996 by a contractor failing to dispose of asbestos correctly.
RAF Cranwell	Prohibition Notice issued against RAF Cranwell preventing them from discharging aircraft wash water to soak away.

Health and Safety Accident Statistics. As in previous years the number of recorded accidents continues to decline (compared with 1999/2000 by approximately 25%). There has been a particularly welcome reduction in reported manual handling incidents, early statistical analysis indicating a positive link with the introduction of manual handling training courses at RAF Halton. The total number of events reported across the RAF between April 2000 and March 2001 was as follows:

Event HLB	Dangerous Event	Environment incident/ Enforcement action	Ill Health	Injury	Injury and Dangerous event	Near Miss	Grand Total
3 GROUP			1	230		73	304
AIR SEC 1 / PMA				8			8
AOA			1	111		5	117
NO. 1 GROUP	1		11	584	1	74	671
NO. 2 GROUP	1		3	511	2	62	579
STC - COS	3	1	3	206	1	49	263
TGDA			15	841		18	874
Grand Total	5	1	34	2491	4	281	2816

Awards. During the year the RAF received the following awards:

Location	Award
RAF Coltishall	Received BG Energy Services Millennium Award for their 'Energy Plan 2000' plus £3000 for a charity of their choice.
RAF Spadeadam	Received Sanctuary Award 1999 – 'Silver Otter Trophy' in recognition of their nature conservation plan for Dumblar Rigg Farm in Cumbria.
RAF St Athan	Awarded Environment Agency Water Efficiency Award for an initiative to monitor water consumption, detect leaks and implement installation of water savings devices.
RAF Sealand	Awarded British Safety Council Five Star Award and presented with the prestigious Sword of Honour by Sir Neville Purvis, KCB, Director General of the British Safety Council. Also gained ISO14001 EMS accreditation.
RAF Stafford	Presented with the 'Travelwise Gold Award' by Keith Hill MP, US of S at DETR, for their travel plan.

Control of Contractors. Implementation of the 4Cs system (Control, Co-operation, Co-ordination and Communication) is in progress across the RAF. It is estimated that 10% of PTC units and 5% of STC units will meet the original implementation date of 1 April 2001. The remaining units should meet the extended deadline of April 2002. The main problems encountered so far concern the appointment of the 4Cs Duty Holder and difficulty in aligning existing systems at units with the 4C's requirements.



The Major Accident Control Regulations (MACR). Full compliance by RAF sites is scheduled for April 2002. JSP 498 has recently been published and distributed to all RAF sites that will be affected by the new Regulations. These consist of some 16 top tier sites and 10 lower tier sites.

Land Quality Assessment (LQA). The RAF has recently undertaken two separate studies relating to contaminated land. The first considered historic contamination caused by activities during the Second World War; the second has focused on determining the potential and actual ground contamination on the RAF retained estate, with the priority on those sites intended for disposal. A report is produced for each site, including a risk assessment and recommendation for further work where necessary.

Utility Management. Energy consumption for the period 98/99 – 99/00 reduced by 8.3% as a result of estate changes and utility efficiency drives. The RAF are also currently benchmarking all their 50 occupant offices and the top 10 energy-consuming buildings on the estate to identify future efficiency opportunities.

THE DEFENCE LOGISTICS ORGANISATION

The DLO formed on 1 April 2000, bringing together in one organisation a number of large and diverse business units representing the previously separate support functions of the three Services. This means that the reporting year has been one of intensive and continuing organisational change. The inevitable difficulties this has created are reflected in the reports below. However, with the experience of a reporting year behind them and a clearer view of the risks carried by individual business units, directors and chief executives are being encouraged to ensure that the resources applied are adequate and commensurate with the risks they carry.

Risk Assessment. Central to the safety of staff, assets and the environment is the effective planning and implementation of a risk assessment programme. The DLO has a broad risk profile, ranging from office-based organisations to high-risk activities such as post-crash aircraft management and sea recovery operations. Sites such as Marchwood military port carry increased risk when fully operational. A system of high quality risk assessments that identifies and prioritises hazards and introduces effective controls is essential. One area of best practice is ABRO, which has developed and implemented an Agency-wide risk assessment training programme. Environmental Management Systems that are being set up and operated at DLO establishments will ensure that environmental risks are identified and controlled in a structured way.



Audit. The objective against the MOD SHEF performance indicator is to achieve Category A standard in the areas of health and safety, environmental protection and fire safety by 2003/04. In practice, organisations coming into the DLO were encouraged to continue with their pre-existing audit programmes while the most appropriate common way to measure performance was determined, with the result that, for the first year, a variety of performance measurement systems was used. Subjective assessment would place the DLO, in SHEF terms, in Category D overall at present, largely due to the immature environmental management systems currently in use.

A verification and performance measurement strategy has now been developed which, for the next reporting period, combines use across the DLO of the MOD Audit Code of Practice with TLB monitoring of audit results and a suite of other indicators. The strategy is designed to minimise intrusion and thereby reduce both audit fatigue and duplication of effort. The aim is to strike a balance between the need to provide assurance to the Chief of Defence Logistics and to acknowledge the autonomy of SHEF specialists and duty holders in the business units.

Accident Statistics. The figures in the table below show the total number of events reported across the DLO between April 2000 and March 2001. When translated into an accident rate per 100,000 employees, the resulting figure is slightly above the HSE "All

Sector" figure. However, the DLO statistics include a significant proportion of accidents, which do not require notification to the HSE under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR). An appropriately adjusted figure produces an accident rate slightly below the HSE figure and marginally higher than the MOD rate (which itself compares well with the HSE figure). So far as comparison with the MOD rate is concerned, this might be expected, as the DLO carries higher risks and a higher population of civilians to whom the RIDDOR requirements apply. It is too early to compare safety performance in the different parts of the DLO, but this will be a goal if we are to build on best practice across the organisation.

Event HLB	Dangerous Event	Environment Incident/ Enforcement Action	Ill Health	Injury	Injury and Dangerous Event	Near Miss	Grand Total
ABRO			2	94	1	4	101
DARA			2	411		26	439
DCDL HQ			1	3			4
DCSA				87		4	91
DG DEF LOG SP	3		3	309		20	335
DGES (AIR)			1	39		4	44
DGES (SEA)				14		4	18
DGES (LAND)			3	6			9
NBSA	13	2	8	802		314	1139
GRAND TOTAL	16	2	20	1765	1	376	2180

Fire. There have been no major fire safety incidents during the period of the report. Work on completing and harmonising the Fire Safety Management Plans (FSMPs) of DLO sites is under way, although resourcing difficulties have meant that interim targets for completion of FSMPs have not yet been fully met; however, there is confidence that the ultimate targets will be achieved. Similarly, the interim Fire Risk Assessment Methodology (FRAM) target has also not been met in full in this first year, but the overall target should be, now that a coherent interpretation of FRAM data is emerging.

The Major Accident Control Regulations (MACR). The DLO has 19 top-tier sites and one lower-tier site within the ambit of the Regulations, chiefly in the munitions and fuels areas.

Utility Management. Resource difficulties have adversely affected the assembly of data related to utility management and environmental protection in DLO. The majority of energy benchmarking and energy and water consumption reduction data will not therefore be available for the current year.

Land Quality Assessment (LQA). About 50% of Land Quality Assessment information has been reported to Defence Estates.

Control of Contractors. While implementation is strong on former NBSA sites, it is weaker in ex-Army and ex-RAF sites. However, in these areas the spirit of the policy has been implemented rather than the formalised structure. Again resource difficulties have been reported as impeding full implementation.

THE DEFENCE PROCUREMENT AGENCY



The Health and Safety organisation in the DPA was reorganised with effect from 1 December 2000. The Deputy Chief Executive was appointed as executive Board member with specific responsibility for health, safety and environment and the task of discharging these responsibilities was delegated to executive directors in the occupational, equipment and nuclear safety areas. At the working level two support groups, the Safety Management Group and the Facilities Management Group, deal respectively with

equipment and occupational safety. While the former reports through the equipment functional safety boards and has almost completed work on a Safety Management System, the latter has established a Safety Office to provide occupational health, safety and environmental support and advice to the whole of the Agency and to act as a focal point for SHE matters.

It is the intention of the Facilities Management Safety Office to provide support and a one-stop shop for occupational health, safety and environmental advice to all DPA staff, visitors and contractors. Links have been established with local site safety advisers and regular meetings organised with the company providing facilities management at the Abbey Wood site to ensure compliance with legislation and MOD requirements. Guidance on the management of health and safety in the DPA has been revised and made available to staff and contractors on the DAWN IT system, and work is taking place to make it available to staff not on DAWN.

Advice on occupational hygiene and fire matters is provided separately to DPA from MOD Centre under a service level agreement.

Accident Statistics. In the period 1 April 2000 to 31 March 2001, 52 accidents were reported, mainly for the Abbey Wood site, 49% of which involved slips, trips and falls. A number of these were caused by wear and tear of the infrastructure, and a programme of works has been put in place to prevent recurrence.

SHE Audits. To provide an objective assessment of the safety management system a programme of Health & Safety audits will take place across the DPA in the next 12 months, starting with Abbey Wood. Environmental audits will begin when the Environment Adviser post in the Safety Office has been filled.

Environmental Management Systems (EMS). A draft DPA-wide Environmental Management System has been prepared and an EMS will be produced for each DPA site, although further work is currently delayed by staff shortages.

Health and Safety Advice. The Facilities Management Safety Office has provided advice on a range of topics including: Display Screen Equipment assessments for staff with special needs including vision problems; laser pointers; first aid provision; electromagnetic radiation in relation to overhead power cables; deep vein thrombosis and driving hours.

Training. A review of the Health, Safety and Environment content of induction courses, which the Safety Office considers insufficient, is in progress. The Safety Office will also provide Manual Handling and Display Screen Assessment training courses. A Health, Safety and Environment awareness course for senior management is planned for early in 2002.

SURGEON GENERAL'S DEPARTMENT (SGD)

SGD was restructured 3 years ago and, since then, the implementation of the Laurence Report has had a further impact on how SGD and the Defence Medical Services (DMS) are managed.

SG has ownership of the four Defence Medical Agencies - Defence Secondary Care Agency, Medical Supplies Agency, Defence Medical Training Organisation and Defence Dental Agency, and he is responsible for their strategic control. He maintains his strategic overview of the DMS through policy direction and regular contact with the single Service Medical Directors General and agency chief executives.



The aim of the DMS is to provide to the Armed Forces a comprehensive medical service, in peace, war and operations other than war, to standards at least equal to the National Health Service. When not involved in operations, the aim of the DMS, both uniformed and civilian, is to maintain the fighting strength of the Armed Forces by the prevention of illness or injury and, if these occur, to return servicemen to active duty as soon as possible. To this end, SGD has been active in many varied areas of safety, health and environment (SHE) policy.

SHE - Joint Working. SGD has been liaising actively within MOD and with other government departments to provide advice, assistance and support where necessary. Within MOD the following collaborative work has been undertaken:

- with the Directorate of Service Personnel Policy (SP Pol) leading, SGD has been working in support of the Injuries Working Group, which is part of the Armed Forces Overarching Personnel Strategy (AFOPS), on an initiative to raise the number of effective personnel for operational deployment. Assistance has also been given to SP Pol with the development of a proposed 3-tier ill health retirement (IHR) scheme under the public sector review of IHR;

-
- SGD has participated in working groups, led by the Directorate of Safety, Environment and Fire Policy (D SEF Pol), on noise; depleted uranium (DU); JSP 392 (Instructions for Radiological Protection); halon alternatives; civilian radiation worker compensation scheme, and civilian Occupational Health (OH) provision;
 - assistance has been provided to the Directorate of Reserve Forces and Cadets (DRFC) with health and safety and medical protocols for use by tri-Service cadet camps.

SHE - Policy Formulation. Together with the clinical direction it provides, SGD has been actively involved during the reporting period in the development of policy across all SHE areas:

- the provision of civilian OH was the subject of a study by the Directorate of Management and Consultancy Services, jointly commissioned by D SEF Pol and SGD. Work based on the report's recommendations is underway to establish a Statement of Requirements (SOR) for future OH contractors;
- in liaison with a number of MOD branches and OGDs, SGD has been closely involved in the development of DU screening/surveillance policy;
- on environmental, industrial and radiation hazards, SGD has sought in particular to ensure that environmental policies take into account the short term risks to individuals' health which may in some cases be associated with the application of environmental best practice;
- strategic SHE advice and operational hygiene monitoring services have been provided to commanders across all areas of activity in the UK, Germany, Balkans, Sierra Leone and other theatres, covering such issues as lead, asbestos, DU, radiation, foot and mouth disease and immunisations;
- SGD is responsible for the re-writing of JSP 346 (the Services' system of medical classification) and for medical standards for personnel in the Armed Forces; these standards are increasingly based on emerging objective peer reviewed evidence rather than on historical practice. Whilst the Armed Forces are not bound by the Disability Discrimination Act (DDA), the individual medical standards are designed to enable as many individuals as possible, consistent with the conditions found on military operations, to join and be retained in the Armed Forces. These individual medical standards enable some individuals who are defined as disabled under the DDA to serve in the Armed Forces;
- in the area of force protection policy, medical policies have been developed to protect health in such fields as vaccinations and malaria prophylaxis.

SHEF Audit. The SHEF Support Organisation in support of the Centre TLB, conducted an audit of the SG HLB in accordance with the MOD SHEF Audit COP between September 2000 and April 2001. Findings indicated that, whilst SGD has a wealth of experience and expertise, there is a need to formalise safety management arrangements for the organisation as a whole. SGD is now working towards implementation of the report's recommendations.

Health Surveillance. SGD has commissioned research to develop robust, deployable systems for health surveillance. During Phase 1 of the project, work was contracted to Birmingham, Leicester and London Universities and scoping reports were submitted for evaluation in Nov 2000. Ethical and contractual approval has been sought for Phase 2, involving Leicester and King's College London.

FIRE SAFETY PERFORMANCE



Fire safety and, where justified by risk assessment, fire-fighting capability in MOD is provided by a combination of Defence Fire Service (DFS), Service firefighters and contractor-operated brigades. The DFS HQ, an integral part of the Directorate of Safety, Environment and Fire Policy, formulates and issues fire service policy and audits compliance as well as providing corporate support to operations, training and specialist equipment procurement. Pressure on resources as a result of support to overseas deployments continues to be a problem. This will have to be

managed alongside the challenges presented by the potential impact of ongoing studies such as the Tri-Service Airfield Support Services Project (ASSP), the Manston Fire Service Central Training Establishment (FSCTE) PPP initiative and the Home Office Review of the future of Moreton-in-Marsh.

Fire Study 2000, which aims to review the current organisation and operation of the Defence Fire Service and to develop an optimum strategy for meeting the Department's future requirements for fire cover, has continued through the reporting period and is expected to report in early Summer 2001. An Investment Appraisal is currently being prepared to form the basis of a Public Sector Comparator.

FIRE STATISTICS

Fire Occurrences. The table below shows the overall fire-related statistics for FY 00/01, with 99/00 figures for comparison.

	No of Reported Fires	Losses Due to Fires	Injuries due to Fires	Fatalities Due to Fires
FY 1999/2000	155 Major	£1,918,445	9 Service 5 MOD Civilian 9 Civilians 2 MOD Fire Service	2 Service 2 Civilians
FY 2000/01	125 Major	£1,201,668	15 Service 6 MOD Civilian 6 Civilians 1 MOD Fire Service	Nil

During the year 1 April 2000 to the end of February 2001, there were 125 major fires. This represents a decrease of 19% compared with the 1999/2000 statistics. Despite these 125 major fires, no fatalities were reported, although there were 28 injuries to personnel - a slight reduction compared with the last reporting period. Financial losses for all major fire incidents were £1,201,668 as against £1,918,445 for 99/00 - a decrease of some 37%. In the period covered by this report there was a 40% reduction in fires caused by arson. Efforts are continuing to maintain this downward trend.

FIRE RISK MANAGEMENT

The fire risk assessment methodology (FRAM) and fire safety management plans (FSMP) are key elements of MOD's fire risk management strategy. Good progress continues to be made in implementing both systems across MOD, although, as indicated earlier in this report, SHEF audit has identified a number of problem areas in respect of FRAM.

OVERSEAS DEPLOYMENT

Fire Services Personnel continue to provide fire safety cover to the military in the Balkans. Kosovo provides the greatest challenge, with some 12-14 calls a day at each station - more than at the busiest station in London. Water supplies for fire-fighting remain the greatest problem, with only one serviceable hydrant in the whole of Pristina. There have been three notable incidents in Pristina dealt with by the Defence Fire Service detachment: a major fire at the sports arena, which took 2.5 days to bring under control; a battery factory malfunction releasing 100,000 litres of sulphuric acid; and a bomb attack on a coach convoy.

TRAINING

Work continues on future options for the MOD Fire Service Central Training Establishment (MOD FSCTE) at Manston. Possible future partnering arrangements with the Fire Service College, Moreton-in-Marsh, are the subject of an ongoing feasibility study. During the training year 00/01, a total of 1,429 students (Service and Civilian) attended a range of courses at MOD FSCTE including basic training, career courses and specialist training such as breathing apparatus instructor and fire safety officer courses. A total throughput of 2,093 students is forecast for the current training year. A new extended basic training course was introduced in September 2000 which is accredited to NVQ Level 3 'Firefighting Operations'. Additional in-year funding was also provided to help meet a growing requirement to buy specialist training that cannot be provided in-house, such as first aid instructor training under franchise from St Johns Ambulance and off-road emergency fire appliance driver training for airfield firefighters.

CROWN CENSURES

Crown Censures are issued where the circumstances are such that, but for Crown immunity, the Crown body would be prosecuted for being in breach of health and safety legislation. During the reporting period, the DETR (now DTLR) has been consulting departments on the Government's plans for the removal of Crown immunity. While this will ultimately do away with the need for crown censure, the final details of a system of statutory enforcement have yet to be established.

In 2000/2001 the HSE brought the three following censures against MOD:

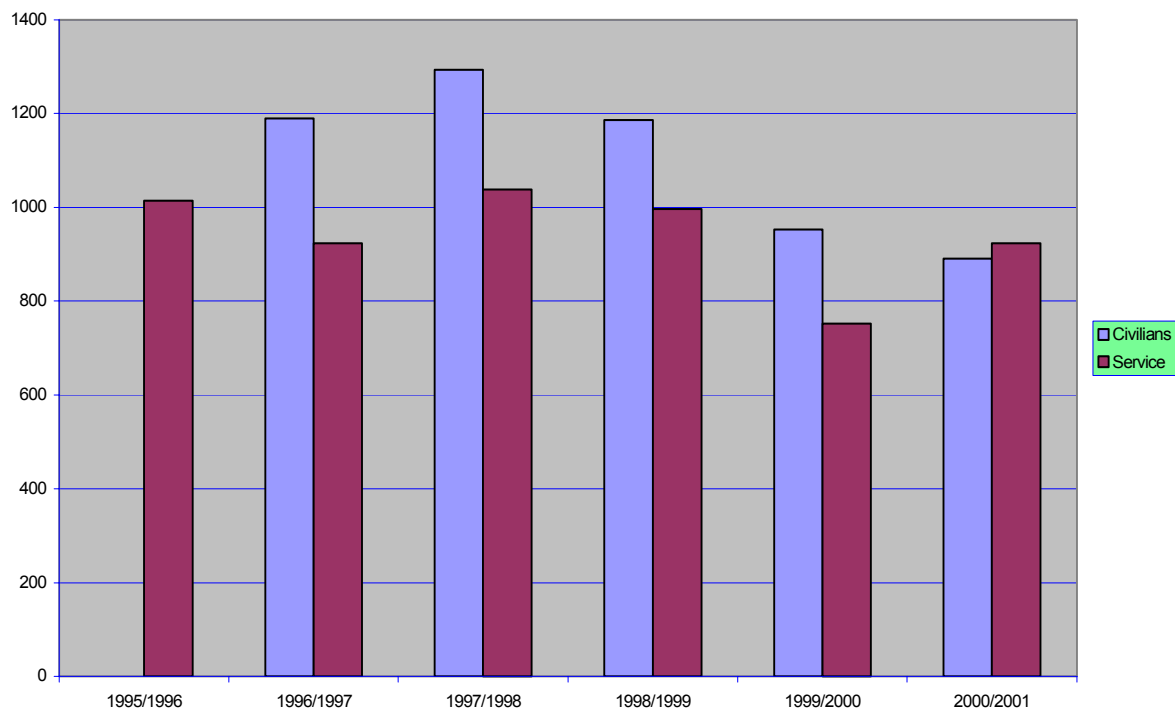
Injury	Event	MOD Actions
Injury to a MOD civilian	Falling from a ladder during a slinging operation to unload containers from rail trucks	Review of safe systems of work at heights, circulation of lessons learned to organisations with the same activity.
Death of an Army Cadet	Crushed by a vehicle during a training exercise on open ground	Review carried out of TA and Cadet organisations training safety precautions.
Injury to a Naval Serviceman	Using an industrial spin dryer in naval quarters	Review of procedures for the maintenance and safe operation of equipment with new procedures implemented.

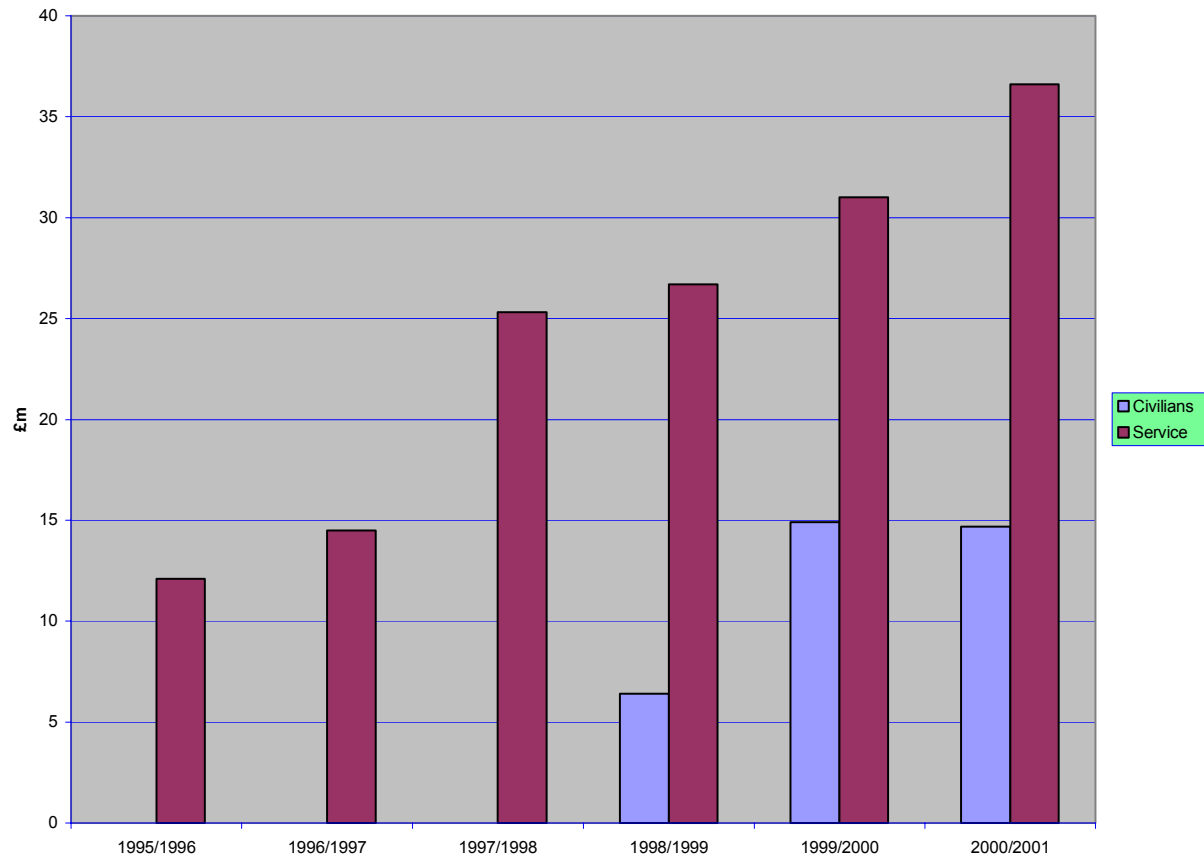
CLAIMS

The graphs below show the number of claims for personal injury claims made against the Ministry of Defence since 1995/96 by Service and civilian staff and the costs of settled claims over the same period. It is a sad fact of life that negligent acts and omissions and failures in health and safety affect colleagues and members of the public by causing personal injury and damaged property. The latest figures available for FY 2000/2001 indicate an increase in the total number of claims being made following decreases over recent years.

Despite the decreasing number of personal injury claims being made against MOD until recently, the amount of compensation paid has continued to increase. There are a number of contributory factors. For example, 1976 employer's liability claims were settled in FY 2000/01 compared with 1837 in FY 1999/00. It is also the case that the inflation rate

PERSONAL INJURY CLAIMS



COMPENSATION £M

for compensation payments is higher than the general rate as a result of increases applied to general damages (the sums paid in respect of pain and suffering) and the interest rate of return. Where liable MOD must pay appropriate amounts of compensation at the same rates as any other compensator.

A Risk Management Group (RMG) has been set up in DC&L(F&S)Claims with objectives that include promoting the message of risk awareness, identifying trends in claims activity and following up risk management aspects of settled claims.

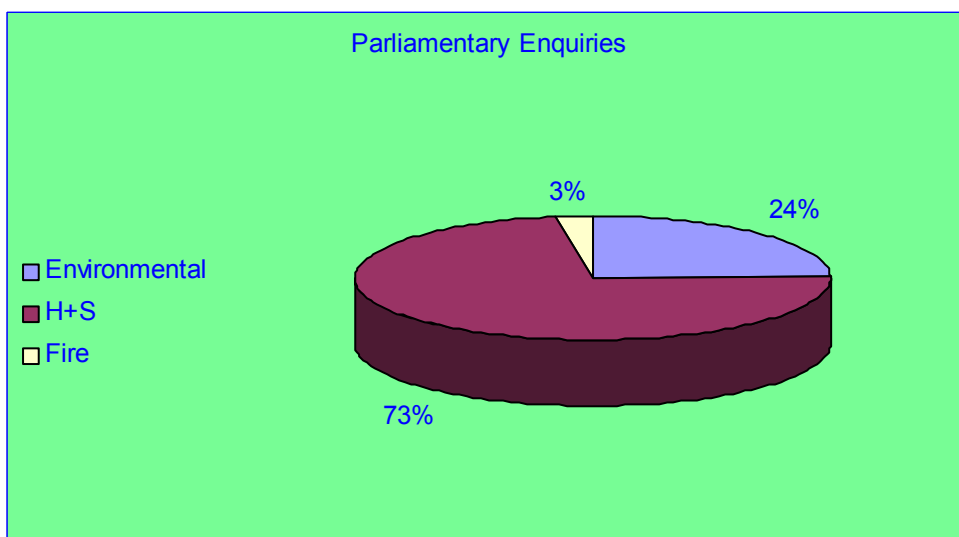
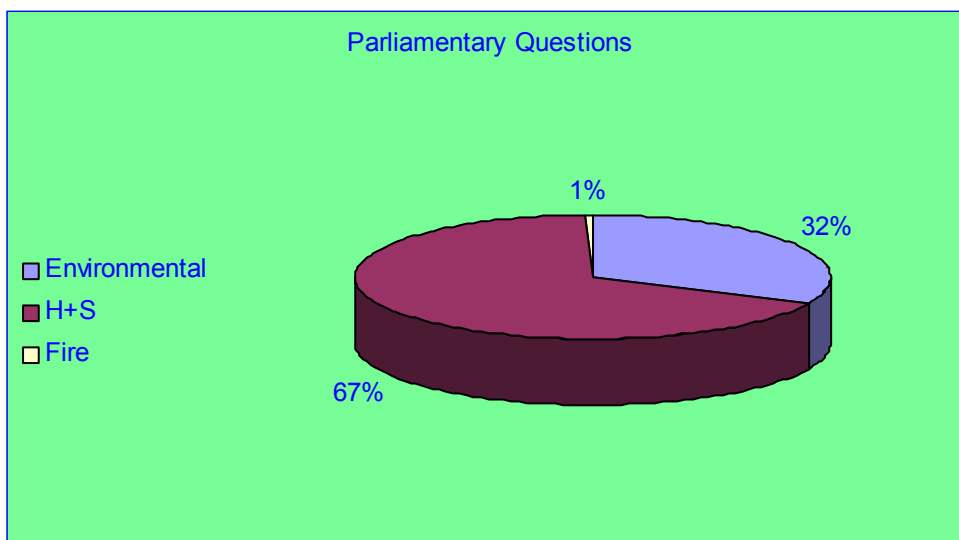
Further information on claims matters can be found in the DC&L(F&S)Claims Annual Report and in Claims Newsletters from the Risk Management Group.

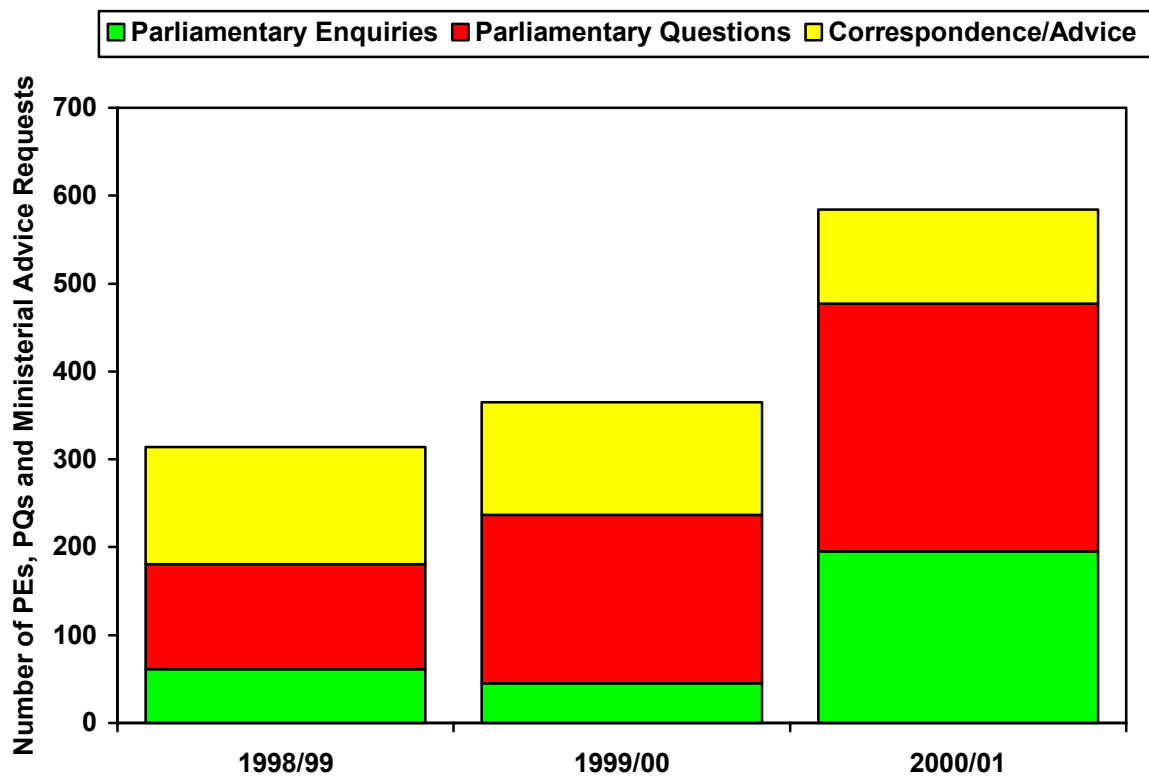
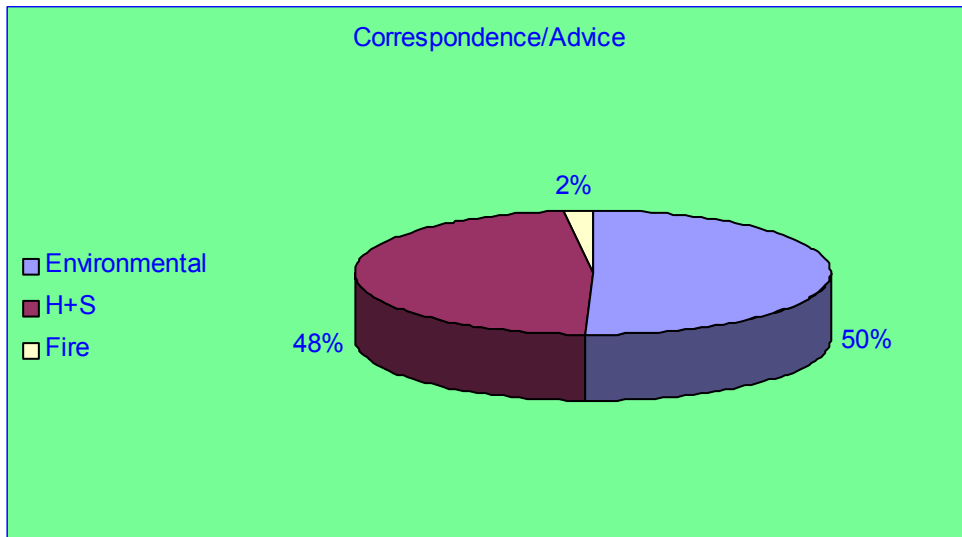
PART 2

SHEF POLICY DEVELOPMENT

MINISTERIAL BUSINESS

The amount of Ministerial and Parliamentary business on SHEF issues handled by the Directorate of Safety, Environment and Fire Policy has continued to rise steeply in comparison with last year. The continuing public and media interest in DU issues has undoubtedly been a major factor in this increase. The individual totals for requests for Ministerial advice, Parliamentary Enquiries and Parliamentary Questions are respectively 107, 195, and 282, making an overall total of 584 as against 365 for FY 1999/00, an increase of some 60%. The following three charts provide a breakdown of Ministerial business by SHEF subject area for 2000/01, with DU falling mainly into the health and safety category. The fourth chart shows the growth in all Ministerial business handled by the Directorate of Safety, Environment and Fire Policy over the last three years.





NATIONAL POLICY INITIATIVES

GREEN MINISTERS

In 2000/2001, the focus of Green Ministers shifted away from solely environmental issues to the wider subject of sustainable development and its implementation across government. Particular emphasis was given to the need for all departments to incorporate sustainable development into Spending Review (SR) 2000, by means of specific commitments in their Public Service Agreements (PSAs) or supporting documents for SR 2000. Green Ministers have been monitoring the progress made by their Departments and will address the inclusion and refinement of such commitments again in SR2001.



During the year, Green Ministers considered a range of environmental issues, many of which contribute to the Government's Sustainable Development Strategy. There were also presentations from the DTI Green Minister on his department's sustainable development strategy; from the MAFF Green Minister on sustainable agriculture; and from the DSS's Green Minister on a senior management conference in his department to raise awareness of sustainable development.

Other issues included the formation of an EMS Practitioners Group, bringing together officials from government departments with experience of planning, developing and implementing EMSs, in order to share best practice; green procurement, especially the commitment to buy only legally felled timber from sustainably managed sources; the development of a pilot scheme requiring all departments to buy only recycled paper; work to reduce parking spaces at government buildings and sites; the feasibility of a cross-government target for increased purchases of renewable electricity, to meet the Government's proposals that 10% of electricity used across the government estate should be supplied from renewable resources by 2010; reporting on the number and types of empty properties on the government estate; and climate change, an issue of particular interest to Ministers and the public following last autumn's severe flooding.

The second annual Green Ministers' report was launched by the Rt. Hon Michael Meacher MP, chair of the Green Ministers' Committee, on 14 November 2000. The report outlines progress in 1999/2000 by departments including MOD in key areas of government environmental policy, together with plans and targets for future activities. A copy of the report is available at www.defra.gov.uk/greening/ar2000

The report highlights MOD's work on the Strategic Environmental Appraisal (SEA) of SDR; the development of a corporate EMS; the use by other government departments of a call-off contract managed by the Disposal Sales Agency to recycle fluorescent tubes; our energy use; and the development of a climate change strategy.

SUSTAINABLE DEVELOPMENT

With the agreement of the Treasury, MOD has included the following Sustainable Development commitments in our Service Delivery Agreement (SDA), supporting the SR 2000 settlement:

- to develop and implement a sustainable development strategy, linked to the Government's indicators; and
- to examine, from a sustainable development perspective, the potential impacts of policies, plans and programmes undertaken by the department.



To reinforce the message that sustainable development is a mainstream and cross-departmental issue, 2nd PUS has been appointed as MOD's Sustainable Development champion. He outlined the MOD's work to date, and future plans for sustainable development, at a meeting in October 2000 with the Minister of the Environment and chair of the Green Ministers Committee.

A significant number of the national environmental indicators in the Government's strategy for sustainable development are of direct relevance to MOD. In the case of ozone depleters, radioactive waste stocks and native species at risk, MOD is a major owner of the indicator. A number of the social and economic indicators are also relevant to MOD's activities, and the Department is committed to supporting the Government's policy for 'Better Public Buildings' by incorporating sustainability principles in the design and redevelopment of defence building.



While the corporate EMS is the vehicle by which MOD can progress work to meet the environmental indicators, there is also a need for a wider strategy to co-ordinate and demonstrate the adequacy of the department's contribution to the social and economic indicators through, for example, its initiatives relating to equal opportunities, training, Investors in People and health and safety. A seminar on sustainable development for senior staff is also being considered.

ENVIRONMENTAL MANAGEMENT SYSTEMS (EMS)

Work on the development of MOD's corporate EMS has continued. Existing procedures from the Royal Navy and Royal Air Force EMSs have been combined to produce a MOD EMS manual of guidance based on the ISO 14001 standard. Individual Services and TLBs have developed implementation plans to coincide with the April 2001 start date for the MOD EMS.

CESO(A) has embarked on a novel call-off contract with RPS Consultants to provide assistance with the implementation of the Army EMS.

A formal training-needs analysis of the MOD EMS has been undertaken by DSMT at RAF Halton, as part of a SHE training strategy.

Work has also continued on the formal accreditation to ISO 14001 of MOD sites. The successful registration of the Leconfield Training Establishment brings the total to four.

REVITALISING HEALTH AND SAFETY

In June 2000, the DETR (now DTLR) and HSC jointly published the Revitalising Health and Safety Strategy Statement - the first major restatement of policy since the HSWA in 1974. The aim is to promote higher Health and Safety standards through wider sustainable development initiatives. At the heart of the strategy are new targets for the reduction of workplace deaths and accidents and occupational ill health. These are underpinned by a 10-point strategy and 44 action points, which aim to set the direction for health and safety over the next ten years. It is also proposed to remove Crown immunity from statutory health and safety enforcement.

Revitalising Health and Safety (RHS) highlights the need for the Government to lead by example and get its own house in order by demonstrating "best practice". To oversee its implementation, an Interdepartmental Steering Group has been established. This is chaired by DTLR and HSE, who have overall responsibility for delivery of RHS. Ministers receive regular updates, and a Ministerial Summit is planned for spring 2001.

MOD has supported this work by contributing members to the steering and working groups that have been set up so far. One high profile committee is the High Level Forum (HLF) where each Department contributes a member with overall responsibility for health and safety at departmental Board level. The HLF will be the policy and decision-making forum for Revitalising Health and Safety. It will agree a joint approach to the work and make sure that this is applied consistently throughout the Civil Service.

THE EUROPEAN UNION

RECENT TRENDS



Although there have not been many new initiatives over the past year, the European Parliament, following the enhancement of its powers under the Treaty of Amsterdam, has been increasing its influence over the legislative process. This was evidenced by the negotiations last summer over the new Water Framework Directive, and in particular over the issue of discharges of hazardous substances and the timetable to achieve good water

quality status. Another trend, resulting directly from the 1998 Aarhus Convention on Access to Information, Public Participation in Decision Making and Access to Justice in Environmental Matters is the greater attention being accorded to this topic by the European Commission. A new draft directive on the provision of environmental information has been brought forward, as have amendments to the directives covering Environmental Impact Assessments and Integrated Pollution Prevention and Control, which seek to ensure that the public is fully involved in consent procedures. Current defence exemptions regarding the provision of information have been maintained. Such legislation serves as a reminder of the increased emphasis being placed on the rights of individuals and NGOs to participate in matters of public administration.

OTHER KEY LEGISLATIVE INITIATIVES

Noise Framework Directive. At present the draft Noise Framework Directive, details of which were outlined in last year's report, is being examined by the European Parliament. An exemption covering military activities has been agreed by the Council and accepted by Parliament at first reading.

Physical Agents (Noise) Directive. The Commission has introduced a new proposal on noise at work, which would replace the 1986 Noise Directive from which the UK Noise at Work Regulations 1989 (NAWR) are derived. The reductions in the noise levels proposed are likely to add to MOD's difficulties in managing compliance in this area. So far as possible, the Department would prefer not to have recourse to the qualified defence exemption contained in the Health and Safety Framework Directive, under which the new directive is being made.

Restrictions on Hazardous Substances. Under the Water Framework Directive the European Commission is required to propose measures for the reduction of discharges of pollutants into water. A list of priority hazardous substances has now been published, and there is concern across government that a strict interpretation of the obligation to phase out discharges may mean a total ban on the use of such substances as mercury, cadmium and lead. Efforts have also been made to include a defence exemption in another proposed directive restricting the use of these heavy metals in electronic equipment. The clear signal is that, as with asbestos, there is a growing obligation to find safer alternatives within the next few years.

RADIATION SAFETY

DEPLETED URANIUM

There has been continuing Parliamentary and public concern about exposure to depleted uranium (DU) as the possible cause of health effects in Service personnel, particularly those who have served or are serving in the Balkans. In December 2000, reports emerged from several European countries of a small number of deaths from leukaemia or cancer of Service personnel and civilians who had undertaken peacekeeping duties in Kosovo. The reports alleged that the cause of these deaths, and illnesses among other personnel, was DU. A number of nations including Germany, Italy, Spain, Norway, Greece and Turkey announced that they would be offering Service personnel tests for DU.



The UK Government response to these concerns was an announcement by the Minister of State for the Armed Forces, John Spellar MP, that urgent steps were being taken to put in place an additional screening programme for Service personnel and their families who had served in the Balkans. This would be achieved on the basis of the best available scientific advice and would take account of a wide range of views from interested parties. The screening programme would also be available to those who had served in the Gulf campaign. A Consultative

Document, setting out the technical issues associated with the screening programme and inviting advice and comment from a wide range of expert bodies, was published on 13 February. In addition, the Minister announced a commitment to enhance MOD's existing environmental monitoring programme in the Balkans.

In his announcement on 9 January (Official Report, 9 January 2001 Columns 877-879) the Minister took the opportunity to reassert the Government's view that there was no evidence currently available to suggest that exposure to DU ammunition represented a significant health risk to either Service or civilian personnel deployed in the Balkans or the local civilian population.

The United Nations Environment Programme (UNEP) carried out a survey of various sites in Kosovo in November 2000. The task force, which included representatives from the World Health Organisation, tested water, soil, vegetation and other samples during their visit. The report, published on 13 March 2001, concluded that there were only very minor risks to health and environment in Kosovo.

In addition, a recent investigation into the incidence of leukaemia in Kosovo by the World Health Organisation concluded that there had been no rise in leukaemia cases over the past four years. And a European Commission Report, published on 6 March 2001, independently of the MOD, confirmed MOD assessments of the very low radiation risks from DU in Kosovo.

To support the commitment to enhanced environmental monitoring, a MOD reconnaissance team visited Kosovo in January to carry out a preliminary analysis of soil, at seven out of eight sites, in the British sector, identified as being hit by DU. Samples were taken and have been sent to the British Geological Survey for analysis. Whatever the findings in respect of DU, our preliminary analysis suggests that the results, which should be available shortly, are likely to show significant levels of caesium, probably resulting from the accident at Chernobyl. A further survey was conducted in the summer 2001 outside the reporting period. Details will be given in next year's report but first indications support the initial assessment that there are no significant risks to UK personnel in Kosovo either from DU munitions residues or from caesium 137.



The Royal Society independent review of DU continued during the year. Part I of the Society's report was published in May 2001. The report concludes that 'except in extreme circumstances any extra risks of developing fatal cancers as a result of radiation from internal exposure to DU arising from battlefield conditions are likely to be so small that they would not be detectable above the general risk of dying from cancer over a normal lifetime'.

DEPLETED URANIUM - THE FACTS

- DU is almost twice as dense as lead and has the ability to self-sharpen on impact with armour, thus making it ideally suited for use as a kinetic energy anti-armour penetrator. At present, no satisfactory alternative material exists to provide the level of penetration needed to defeat the most modern battle tanks. DU will remain part of our arsenal for the foreseeable future because when this country commits our forces to conflict we fight to win. Our troops need the best available equipment to enable them to do that. To deny them a legitimate capability would be quite wrong.
- The use of DU is neither illegal nor prohibited under any international agreements, including the Geneva Conventions. DU is used in ammunition by several other nations. It has been fired operationally in the Gulf in 1991, Bosnia in 1994 and 1995 and Kosovo in 1999. British DU tank ammunition has only been used operationally during the 1990-91 Gulf conflict, when fewer than 100 rounds were fired.
- The UK Armed Forces have two types of depleted uranium ammunition:
 - 120mm anti-tank rounds used by British Army Challenger 2 tanks;
 - 20mm ammunition used by the Phalanx close-in weapons system, mounted on some Royal Navy ships.

- We recognise that there could be a small risk to our Service personnel from DU dust if they work unprotected close to a vehicle recently hit by DU ammunition. That is why we have issued guidance since the time of the Gulf conflict to soldiers about the protective measures they should take.
- We remain open minded, but so far there is no reliable scientific or medical evidence to link DU with the ill health of either Gulf or Balkans veterans or people living in these regions, including leukaemia and other cancers.
- A medical study by King's College which examined nearly 3,000 Bosnia peacekeepers, found no difference in the level of symptoms between them and troops not deployed to the Gulf or Bosnia.
- We have exchanged substantial amounts of data with our NATO allies and other nations who have troops in the Balkans. None of that data points to any increase in leukaemia or cancers in peacekeeping troops or any unusual pattern of illness amongst them. Tens of thousands of peacekeepers have been to the Balkans - it is a sad fact of life that a few young men and women do contract leukaemia across the population at large.
- Three authoritative independent reports published in March by the European Commission, the World Health Organisation and the UN Environment Programme all concurred that DU fired in the Balkans presents minimal risks to the environment and the health of the local population. A further independent report issued by the Royal Society in May 2001 concluded that "except in extreme circumstances any extra risks of developing fatal cancers as a result of radiation from internal exposure to DU arising from battlefield conditions are likely to be so small that they would not be detectable above the general risk of dying from cancer over a normal lifetime".
- Test firings of the 120mm DU ammunition take place at the MOD range at Kirkcudbright on the Solway Firth. This is the only way to achieve confidence in the quality assurance process. A comprehensive environmental monitoring programme is operated at Kirkcudbright, which includes the marine environment. It has shown only very low levels of DU, well below any level that could be considered a health hazard.
- MOD is taking urgent steps to put in place an appropriate voluntary screening programme for our Service personnel and civilians who have served in the Balkans which will be equally applicable to Gulf veterans. Our proposals have been to public consultation and are now being taken forward under the guidance of an Oversight Board of eminent scientists and veterans' representatives.

DEPLETED URANIUM - THE MISCONCEPTIONS

Depleted uranium is dangerously radioactive.

- It is not. DU is a lot less radioactive than naturally occurring uranium to which we are all exposed every day in the soil around us, our drinking water, and our food.
- A tank crew would have to spend about 1,500 hours on operations, sitting in a tank fully loaded with DU ammunition, before they would even reach the UK statutory annual whole-body dose limit (the term given for the effective dose of radiation received uniformly throughout the body) for radiation exposure for employees aged 18 years and over.
- Similarly, a tank crewman would have to hold a DU round in his hands for 250 hours to reach the UK annual-dose limit for the skin for employees aged 18 years and over.

Depleted uranium is causing widespread ill health amongst troops and civilians in those conflicts where it has been used.

- Despite the many claims made, there is no scientific evidence that DU has caused ill health. Indeed, a scientific study has shown that a slightly smaller percentage of UK Gulf veterans have since died of cancer than amongst their contemporaries who did not serve there.
- The US Government has very carefully monitored the health of some of its soldiers who were injured when DU rounds accidentally hit their vehicles during the Gulf Conflict. Some 15 of them still have DU shrapnel embedded in their bodies ten years on, yet there have been no signs that the DU, as opposed to their injuries, has caused them any health problems.
- There is no consensus on the causes of the various ailments and illnesses that have been attributed to the so-called 'Gulf War Syndrome', but research continues both in the UK and overseas.

The MOD is covering up.

The MOD has openly published the key documents relating to DU usage, including our assessment of the health risks its use might pose. We continue to pursue an open and honest debate on the issue - much information has been provided in our business with Parliament and our dealings with the local council where the UK test firing programme is undertaken. We have nothing to hide. A selection of recently published documents, which are available on the MOD Internet website (www.mod.uk), are entitled:

Depleted Uranium - Documents Explaining the Ministry of Defence Position on the Risks and Health Hazards, produced 25 January 2001.

Depleted Uranium - Safety Guidance to UK Armed Forces and MOD Civilians, produced 15 March 2001.

Report of a Reconnaissance Visit to Develop an Enhanced Environmental Monitoring Programme in the UK Sector in Kosovo, issued June 2001.

Only the military use depleted uranium.

- DU is used widely for a range of civilian applications. For example, it is often used as shielding in hospitals to protect radiographers and patients from radiation during X-rays and in aircraft as counterweights.

Depleted uranium used during training exercises is damaging the environment.

- No DU rounds have been fired in Army training exercises in the UK, Germany or Canada. Royal Navy ships occasionally fire limited quantities of DU rounds during exercises out at sea. US Air Force A-10 aircraft, which were at one time based in the UK, use 30mm DU anti-tank rounds. The A-10 units left the UK in March 1994 and, during their period in this country, did not fire DU rounds on UK ranges.

MOD RADIOACTIVE WASTE STRATEGY



The nuclear weapons and nuclear propulsion programmes are critical components of national defence capability, and maintaining and improving the effectiveness of these programmes is a key goal of MOD policy. Managing the waste arising from these and other activities effectively is critical to achieving this goal. Guided by reports from the House of Lords Select Committee on Science

and Technology and the independent Radioactive Waste Management Advisory Committee (RWMAC), whose role is to advise on the management of civil nuclear waste, MOD has developed a strategy for the management of defence-related wastes.

The Department's objective is to manage its radioactive wastes in such a way as to protect its own personnel, the public and the environment. Within this framework the three main elements of the strategy are to help maintain and improve operational capability; to engender public and political confidence by clearly demonstrating compliance with statutory, government and departmental standards; and to ensure value for money.

Through its strategy MOD intends to demonstrate that, as far as reasonably practicable the production of wastes and discharges to the environment is minimised; safe storage is available for radioactive wastes; and financial provision for the decommissioning of facilities and the storage and eventual disposal of wastes has been put in place.

The current regulatory arrangements include a mixture of statutory requirements and voluntary compliance, and RWMAC found that the practices adopted by MOD were for the most part comparable to those in the civil nuclear industry. However, while ultimate responsibility and accountability to Parliament must rest with the Secretary of State for Defence, MOD accepts that, where it is practicable, demonstrating openness and transparency and building confidence will best be achieved by compliance with the civil regulatory regime and the Department has agreed to consider further moves in that direction.

The Directorate of Safety, Environment and Fire Policy is responsible for auditing compliance with the strategy and for coordinating its implementation and periodic review.

STRATEGIC ENVIRONMENTAL APPRAISAL OF THE STRATEGIC DEFENCE REVIEW

On 27 July the Under Secretary of State for Defence, Dr Lewis Moonie, announced the publication of this pioneering study into the environmental impacts of the Strategic Defence Review (SDR) on the Defence Estate. The Strategic Environmental Appraisal (SEA) was described by Dr Moonie as a major undertaking, the largest and most complex environmental appraisal ever conducted in this country. The study embodies the Government's manifesto commitment to put the environment at the heart of decision-making. Defence Estates (DE), the MOD agency responsible for the management of its estate, led the project and its launch was the culmination of two years' hard work involving the Services, many branches of MOD, external bodies and specialist consultants.



The Appraisal's conclusion was that most of SDR's decisions are unlikely to have major effects on the environment. Where a potential impact has been identified, action will be taken to address it. In detail, the SEA established that 340 projects were unlikely to have any significant environmental impact. The balance of 114 projects will need to take the environment into account during their development, and the SEA contains strategic level recommendations for these proposals. Two High Level Environmental Appraisals (HLEAs) covered the Army estate in detail. These studies made a number of recommendations for changes and mitigation measures. The SEA report contains, in total, some 64 recommendations, which the MOD has accepted. These recommendations range from commissioning further studies to the introduction of better environmental planning systems and improved IT. Some of the recommendations are already being addressed through the rural elements of the Estate Strategy, which is mentioned below. The rest will be considered as part of the detailed implementation planning.

Defence Estates are now building on the experience of the SDR SEA to create comprehensive policy guidance across the estate and more widely in MOD. The original project team is being expanded to support the introduction of this new approach. Best Practice guidance notes will be produced to explain when and how SEA should be undertaken. MOD is establishing a department-wide Environmental Committee that will lead the introduction of a common approach to SEA, Sustainability Appraisal and Environmental Impact Assessment across the MOD.

ESTATE STRATEGY

On 7th June 2000 'In Trust and On Trust -The Strategy for the Defence Estate' was published. This is a department-wide strategy developed after consultation in the department and the Armed Services, and which takes account of the recommendations of recent National Audit Office reports on the estate. In recognition of our wider role in

society, we also consulted the Government's statutory advisers and the voluntary sector, particularly in relation to our rural landholdings.

Our vision for the future is to have "an estate of the right size and quality to support the delivery of defence capability, that is managed and developed effectively and efficiently in line with acknowledged best practice, and is sensitive to social and environmental considerations". For the first time, there is now in place an estate-related performance framework within which the defence estate can be managed and developed, and the effectiveness of our stewardship judged. The enabling work necessary to implement the Strategy and so deliver the vision has also been agreed.

CONSERVATION

Conservation on the Defence Estate has achieved a very high profile in the past year. Many of the aims and ideals and much current work has been integrated into the Estate Strategy. This structured approach has already borne fruit, with the allocation of welcome funding for conservation-related projects on the Army Training Estate. This step is all the more welcome because new tranches of Natura 2000 sites have emerged from DEFRA and new responsibilities under the Countryside and Rights of Way Act 2000 have been placed on public bodies. These measures should not affect the day-to-day running of training areas.



Some successful Habitats Directive Awareness Days, involving DEFRA and English Nature officials, have been held around the country, with the aim of ensuring that everyone involved in a plan or project starts the consultation process at the earliest possible stage.

The UN Convention on Biodiversity has entailed a considerable amount of work, not only in seeking ways of gathering data in the right format, but also in passing the massive quantity of data already assembled to the National Biodiversity Network. An example is the 146,000 breeding territories for skylark identified on Salisbury Plain - an amazing record for a biodiversity species.

Constant liaison has taken place with statutory conservation bodies at all levels, culminating in a meeting between Baroness Barbara Young, the retiring chair of English Nature, and the Under Secretary of State for Defence. As mentioned elsewhere in this report, Dr Moonie also presented the Sanctuary Award to RAF Spadeadam, in recognition of work on the Whole Farm Plan within an SSSI.

Sanctuary Magazine was published to wide acclaim and an MOD Factsheet on conservation won a national 'Plain English' Award, presented by the Cabinet Secretary. The Range Superintendent of the Army range at Fingringhoe, near Colchester, has won one of English Nature's prestigious SSSI awards for his work in managing important marshland. Two major archaeological programmes featuring MOD Land were also shown on television in the reporting period - 'Meet the Ancestors' and 'Time Team'.

SHEF POLICY PRIORITIES FOR 2001/2002

- To consolidate the structure of the new MOD Safety Management System (pp 7, 11);
- To explore the implementation of a Departmental sustainable development strategy (pp 7, 16, 43, 44);
- To support the Nuclear Safety Study (p 7);
- To complete a review of Fire Study 2000 (pp 7, 33);
- To provide professional input to ASSP (p 33);
- To define requirements for the provision of occupational health services to MOD staffs (pp 7, 16, 31);
- To implement enhanced environmental monitoring in the Balkans (pp 7, 48);
- To develop a policy for SHEF in operational theatres (pp 18, 19);
- To develop and take forward SEA & EIA methodology (p 53);
- To take forward the agreed strategy on defence related nuclear waste (pp 7, 52).