



LOCAL RISK REGISTER

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL AND
CITY AND COUNTY OF SWANSEA
WORKING TOGETHER TO PLAN FOR EMERGENCIES



3	OVERVIEW
5	THE NEATH PORT TALBOT & SWANSEA PROFILE
7	INDUSTRIAL ACCIDENTS
11	TRANSPORT INCIDENTS
14	FLOODING
17	SEVERE WEATHER
20	FUEL SHORTAGES
23	LOSS OF CRITICAL INFRASTRUCTURE
26	ANIMAL DISEASE
29	COASTAL POLLUTION
32	PANDEMIC FLU
35	MALICIOUS ATTACKS
38	FURTHER INFORMATION

OVERVIEW

Neath Port Talbot County Borough Council and City and County of Swansea work together to plan for emergencies. We do this as part of a Resilience Partnership. To help with this planning we prepare a “Local Risk Register” which provides information on potential emergencies that could have a major impact on our area.

Purpose of this document?

This document helps inform people in the area about the risks that could occur where they live so they can be better prepared in their homes, communities and businesses.

This register looks at the likelihood and impact of a range of hazards. This links in to a national UK-wide system to allocate resources which could be called upon in the event of a civil emergency.

Just because a ‘risk’ is included doesn’t necessarily mean that we expect it to happen. It means there is a possibility of it happening, and we have made plans and arrangements to reduce its impact if it does.

What we do?

The Civil Contingencies Act 2004 requires that NPTCBC & CCS work alongside other local authorities, emergency services and other responders across the South Wales Police Force region to co-ordinate and co-operate at a regional and local level.

This involves ensuring that local risks are assessed, response plans are in place and exercised and responders are trained so that any potential impacts arising from an emergency are minimised. Depending on the nature and severity of an emergency, we can then call on the support of other partners whenever necessary.

What types of risks?

Some risks are more obvious than others, however there are several main categories including, natural events, human diseases, animal diseases, major accidents and malicious attacks and flooding.



THE NEATH
PORT TALBOT
AND SWANSEA
PROFILE

Neath Port Talbot Profile

Neath Port Talbot has a population of approximately 137,400 people. There are a number of communities that are both rural and sparsely populated.

The towns of Neath and Port Talbot lie adjacent to the M4 motorway and the A465 dual carriageway, linking it to several of the region's other towns and industrial areas. Both towns also have access to the main Swansea to London Railway network.

Port Talbot has its own commercial sea port capable of handling vessels up to 180,000 tons. The tidal harbour has the deepest berthing facilities available in the Severn Estuary; Berths for smaller sea-going vessels of up to 6,500 tonnes are available at Briton Ferry on the River Neath.

The local economy has a strong manufacturing base, service sector and construction industry. It has an increasingly successful tourism and leisure industry with a blue flagged coastline. It is home to a wide range of national and international companies such as TATA Steel, GE Energy and Owens Distribution.

Swansea Profile

Swansea is the second largest city in Wales. Its population stands at approximately 232,500. Swansea's two universities boost this figure by 20,700.

Swansea lies adjacent to the M4, linking it to several of the regions other towns. Swansea's railway station is one of the busiest in Wales and provides a direct connection to London, as well as being a hub for onward travel to West Wales.

Swansea has its own docks complex which is owned and operated by Associated British Ports as well as a Marina which has berths for 410 leisure boats.

Swansea is home to a wide range of national and international companies such as Amazon, Vale Europe and the DVLA. Swansea has become an increasingly popular location for tourists; its most enjoyable attractions include stunning Swansea blue flag beaches and the Liberty Stadium. It is home to a wide range of national and international companies such as TATA Steel and GE Energy.



INDUSTRIAL **ACCIDENTS**



Certain industrial activities involving dangerous substances and materials have the potential to cause accidents although the scale and the nature of the accident may vary considerably. Some of these accidents may cause serious injuries to people or environmental damage.

Neath, Port Talbot and Swansea are not considered to be more at risk than any other part of the country. However there are industrial sites, fuel and gas pipelines running through the area and storage depots that have the potential to cause a major incident.

HISTORY

In November 2001, the explosion of a blast furnace at CORUS (now known as Tata Steel) Port Talbot, led to the tragic deaths of three employees and injury of a number of other people. The explosion caused widespread alarm and concern throughout the locality.

On June 16th 2011, a tyre flock fire in an industrial unit in Fforestfach, Swansea became an incident that lasted for 23 days and had a significant impact on the responding agencies, local businesses and a large community. The incident proved to be one of the most challenging to occur in Wales.

LEGISLATION

The Control of Major Accident Hazards (COMAH) Regulations 2015 aim to prevent major accidents involving dangerous substances and to limit the consequences to people and the environment. Similarly the Pipeline Safety Regulations were established in 1996 to assist in minimising the consequences to the health and safety of people in the event of an emergency involving a major pipeline.

The Pipeline Safety Regulations put responsibility on the Local Authorities to compile and review emergency response plans to alleviate the effects on the local community if such an accident was to occur.



INDUSTRIAL SITES IN THE AREA

There are a number of industrial sites which fall under the COMAH regulations in Neath, Port Talbot & Swansea.

The local Authority works closely with the site operators and partner agencies to compile, review and exercise plans to deal with any off-site effects that may occur from incident. Plans are exercised and reviewed every 3 years.

There are 23 Major Accident Hazard pipelines across the area which for multi-agency plans have been written.

The potential of an industrial accident does not always arise from large sites in the area. There are many smaller sites which could have a significant impact within our community such as industrial units that are not covered by plans requiring a specific pre-planned emergency response.

However, work is being undertaken to identify hazardous sites which have the potential to cause an incident affecting the local community, for example sites that process tyre waste and refuse derived fuel (RDF). Protocols are in place for identified sites and other critical buildings/locations that may have an impact on the community and if an emergency incident were to occur.

RISK IMPACTS

- Endangerment of life
- Health issues for public in the vicinity
- Damage to property and the local area
- Pollution of the local environment and water courses

WHAT ARE WE DOING IN NPT/CCS?

- Work directly with site operators and multi-agency partners to develop on and off-site response plans
- Identification of ways and means of communicating with the public
- Facilitate regular exercises to rehearse on site and off site consequences
- Support for local communities to develop their own emergency plans
- Progress projects further to identify potential hazardous sites and prepare multi-agency protocols to respond to incidents

WHAT DO YOU NEED TO DO?

- Be aware if you have received specific emergency instructions from a neighbouring industrial site, endeavour to follow those instructions and wait for further advice
- If you hear warning of an emergency incident, go indoors; close all your doors and windows and tune into Local Radio for advice
- Co-operate with the emergency services fully. They are there to help. Stay calm and listen to their instructions if you are evacuated from your home for any reason



TRANSPORT **INCIDENTS**



Transport emergencies can be the result of incidents or disruption caused by severe weather such as snow and floods. The situation can be further complicated by extremes of temperature if people are trapped in their vehicles for long periods of time.

ROAD

What roads are included within the local network?

The majority of local roads are managed by Neath Port Talbot CBC and City & County of Swansea's Highways departments. Roads which form part of the UK's strategic road network (the M4 and A465) are managed by the South Wales Trunk Road Agency.

Other significant roads within the county include the A470, A4067, A48, and the A483 (Fabian Way). These roads are all heavily used by haulage companies to move goods around the country.

Most road incidents are within the routine capabilities of the emergency services.

However, there is always the risk of an incident going beyond these capabilities and the need for more extended agency involvement, especially if the accident involves chemicals or hazardous materials.

RAIL

Has the rail network been considered within the Risk Register?

The Swansea to London main line as well as other rail arteries pass through Neath Port Talbot and Swansea. The Risk Register considers the possibility of a rail incident within the area.

SEA

Has a maritime incident been considered within the Risk Register?

The Bristol Channel is busy with vessels from around the world visiting our local ports and those in South East Wales and west of England. The Risk Register considers the possibility of an incident involving a vessel of the coast (fire, stranding, collision or sinking) or in adjacent waters.

AIR

Swansea Airport is located approximately 6 miles from Swansea City Centre. The Airport is used for general aviation, charter flights, Police helicopter and Welsh Air Ambulance Services. The Risk Register considers the possibility of commercial and military aircraft incident within the area.

RISK IMPACTS

- Disruption to normal travel capabilities
- Death or injury to people
- People stranded in vehicles potentially in extreme weather conditions
- Environmental impacts if goods are spilled into local environment
- Possible damage to buildings or infrastructure

WHAT ARE WE DOING IN NPT/CCS?

- Work with national transport companies to plan for dealing with incidents
- The various Highways departments work alongside the Highways Agency to keep all major county roads accessible during times of severe weather

WHAT DO YOU NEED TO DO?

- When travelling make yourself aware of any emergency procedures issued by operators
- Have an emergency kit in your car or basic items when you travel
- You may not be directly involved in an incident but the transport disruption may last for a considerable time, hampering your plans
- When driving, abide by the rules of the road, adhere to speed limits and drive safely
- Ensure your vehicle is kept in a roadworthy and safe condition
- Avoid non-essential journeys during times of severe weather
- Plan your journey in advance and take advice from local media, TV, radio, social media etc



FLOODING



Over the coming years, rising temperatures and sea levels, and an increase in the frequency and severity of extreme weather events are likely to raise the risk of flooding in the UK.

There are three main sources of flooding i.e. coastal, river and surface water. Flooding is identified in the NPT/CCS Risk Register as potentially it could have a significant impact within our community. As the events of summer 2007 and the floods in Cumbria in 2009 showed, flooding can take different forms and, at its most serious, can affect many different aspects of our daily lives.

What is meant by coastal flooding?

The threat from tidal flooding is contained to a number of areas along the Neath, Port Talbot and Swansea coastline which may or may not have sea defences in place. The main danger from flooding arises from a combination of high tides and a storm surge.

What is meant by river and surface flooding?

Surface Water Flooding happens when the ground, rivers and drains cannot absorb heavy rainfall. Typically this type of flooding is highly localised and happens very quickly, making it difficult to provide any warning.

One of the highest identified flood risk areas is Canalside, Aberdulais, Neath.

Fluvial Flooding (River) is a risk that can occur at any time of the year and can be caused by:

- Prolonged rainfall coupled with factors that restrict the rain from being absorbed by the ground (ground saturation, development), which in turn leads to overland flow.
- Rapid thaw of heavy snows.
- Intensely heavy rainfall due to convective storms.
- Abnormally high river levels caused by any of the above leading to overtopping or bursting of riverbanks (likely to have effects downstream from cause).

Natural Resources Wales (NRW), are responsible for Main River flooding and forecasting and warning is based upon catchment areas. For this reason the catchment boundaries of NRW do not exactly coincide with the territorial boundary of the Council area.

RISK IMPACTS

- Risk to life (people and animals)
- Damage to property, businesses, agricultural land, roads, structures and infrastructure
- Pollution and contamination of local environments
- Long-term damage to tourism, businesses and agriculture

WHAT ARE WE DOING IN NPT/CCS?

- Developing multi-agency flood plans/ protocols for the high risk areas
- Identifying the vulnerable key infrastructure and vulnerable groups located in the high risk areas
- Production of multi-agency plans to assist with the evacuation of those communities who are at risk
- Development of ways and means of alerting the public as early as possible when there is a significant flood risk
- Producing multi-agency plans for the evacuation of those communities who are at risk
- Continuing to invest in maintaining and improving flood defences in our high-risk areas
- Developing flood rescue and assistance for those who become isolated by flooding
- Developing a Strategic Recovery protocol

WHAT DO YOU NEED TO DO?

- Find out if your property is within a flood risk area by logging on to the Natural Resources Wales website or calling Floodline on 0845 988 1188
- Ensure that you are signed up to Flood Warning Direct if you live in a flood risk area
- Plan where you will go if you have to evacuate and how you will get there
- Know what to do to protect your property during a flood and have adequate insurance
- Prepare a Flood Plan – you can download a personal plan from www.environment-agency.gov.uk
- Identify neighbours who may need assistance or who may be able to provide assistance to you, in case of evacuation
- Have supplies in your home that will enable you to cope for up to 3 days should you be unable to evacuate
- Where possible, move valuable/ irreplaceable items to upper floors during times of flood risk



SEVERE WEATHER



The United Kingdom experiences severe weather due to its maritime temperate climate with occasional continental and arctic influences. These can bring with them heavy rain or snow, strong winds and extreme temperatures. As experience has shown, severe weather can take a variety of forms and at times can cause significant problems and disruption to normal life.

Over the coming years, we are likely to see rising temperatures and sea levels, and an increase in the frequency and severity of extreme weather events in the UK. Weather forecasting can now give warning of most events and offer general advice to the public. There are many types of severe weather that can have a serious local impact in the UK. The main types of severe weather that we need to plan for include storms, gales, low temperatures, heavy snow, heat waves and drought.

HISTORY

The summer of 2003 is estimated to have resulted in more than 2000 excess deaths, mainly among vulnerable people. Since then, the Heat Health Watch system has been introduced and during the hot weather of July 2006 significantly fewer excess deaths were recorded. A storm struck many parts of the UK in January 2007, with gusts of wind up to 77mph. This caused 9 deaths and widespread damage to trees and

buildings across the UK along with power disruptions. The winter of 2011-12 was a weather event which brought heavy snowfalls, record low temperatures, travel chaos, and school disruption. It was referred to as The Big Freeze by national media.

During late 2010 and 2011 the UK experienced spells of severe winter weather with very low temperatures and significant snowfalls. December 2010 was exceptionally cold across the UK. Mean temperatures across the UK were 5.0c below average. This occurred unusually early in winter, with the snowfalls judged as the most significant since November 1965.

The weather conditions caused numerous widespread impacts. The emergency services, local authorities, transport organisations and utilities were all put under great pressure. Snowfalls caused the most problems with transport; road, rail and air all badly affected.

RISK IMPACTS

STORMS AND GALES

- Danger of life (people and animals)
- Damage to property
- Damage & disruption to infrastructure, assets & communication networks
- Travel disruption

LOW TEMPERATURES AND HEAVY SNOW

- Travel disruption
- Vulnerable people exposed to health threatening temperatures
- Power and water failures
- School and public building closures

HEATWAVES

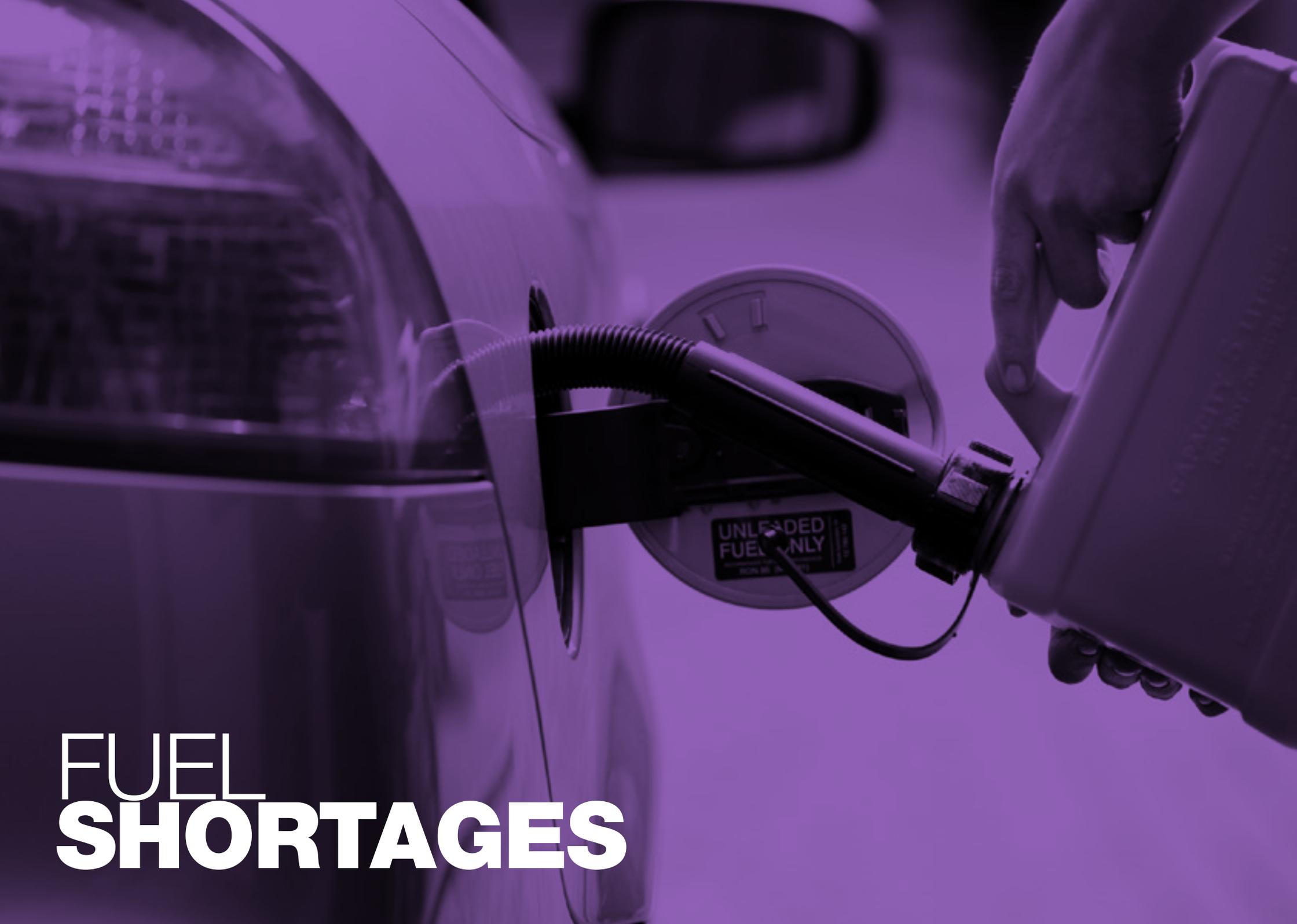
- An increased number of admissions to hospital and consultations with GPs due to sunburn, heat exhaustion and respiratory problems
- Increased vehicle breakdowns due to overheating engines
- Road surfaces deteriorating as tarmac begins to melt

WHAT ARE WE DOING IN NPT/CCS?

- Production of multi-agency plan to manage severe weather events
- Consideration of weather forecasts prior to any large events in the area
- Receiving & distributing severe weather notifications

WHAT DO YOU NEED TO DO?

- Listen to weather forecasts & heed any warnings of extreme weather
- Endeavour to follow advice given for travelling
- Plan journeys or activities with the weather in mind
- If you have to travel in severe weather make sure you have adequate clothing and emergency supplies in your vehicle



FUEL SHORTAGES



Everyone relies to some extent on fuel, whether it is for getting to work, distributing products or providing services. The availability of fuel within the UK is generally very good; however there have been examples within recent years of brief disruptions to supply on both a regional and national basis.

A disruption could be caused by a number of factors, including scarcity of supply, a technical problem with part of the fuel supply infrastructure, industrial action or public protest. In the event of such a disruption to supply, it is also possible that stocks could be further depleted through increased consumer demand (panic buying).

HISTORY

In September 2000, blockades at key oil distribution points caused nationwide fuel shortages for over a week. Threats of similar action in August 2005 led to panic buying which caused localised disruptions across the country.

The industrial action taken by Shell tanker drivers in June 2008 had a widespread effect on fuel distribution throughout the UK resulting in some filling stations running out of fuel.

RISK IMPACTS

- Public and commercial filling stations exhausted within 48 hours
- Up to 10 days to return normal supplies

WHAT ARE WE DOING IN NPT/CCS?

- Identification of filling stations for essential fuel users such as emergency service vehicles which links to the national emergency plan for fuel
- Production of multi-agency plans to manage a fair distribution of fuel to maintain key public services when it is in limited supply

WHAT DO YOU NEED TO DO?

- Maintain your vehicle in order that it is as fuel efficient as possible
- Minimise travel during fuel shortages, and only make essential journeys
- Consider other means of conserving fuel, such as car-sharing, walking or cycling
- Avoid panic-buying
- If fuel is stored at home it should be done in accordance with regulations and safety advice



LOSS OF CRITICAL **INFRASTRUCTURE**



Critical Infrastructure includes all of the different essential services which we rely on as part of modern society and the economy. The UK's critical infrastructure is made up of electricity, water, gas, oil, fuel, transport, telecommunications, food, health and financial services.

A disruption to any element of UK's critical infrastructure could be a consequence of an emergency incident. Many parts of the infrastructure network are dependent on one another e.g. electricity is required at water pumping stations.

Those services which could directly or indirectly impact upon other elements of the infrastructure network are outlined below:

Are there plans in place to deal with a loss of electricity and gas?

Wide-scale loss of electricity or gas would have a direct or indirect impact on all other infrastructure sectors. In the event of a major gas or electricity supply emergency, both industry and government will have significant roles to play in managing the incident and its consequences. The gas and electricity companies would be responsible for the practical and operational management of an incident. These companies have well established plans and procedures in place to respond to incidents, which can range from the management of a local incident to a national level disruption.

Why are telecommunications important?

Wide-scale telecoms disruption would have a direct or indirect impact on all other infrastructure sectors. Individuals and businesses are increasingly dependent on the telecoms network either for mobile and fixed line telephony or provision of internet.

A response to an emergency incident is seriously compromised when there is a disruption to telecommunications. Lines of communication between responders and with members of the public are critical when responding to an emergency.

Water

Water disruptions include burst water mains, supply disruption and contamination. Dependent on the severity of the incident a multiagency emergency may be declared to ensure that people's basic water needs are met. There could also be a significant impact on health and food provision, as well as an impact on the capabilities of fire and rescue services.

RISK IMPACTS

- People exposed to poor sanitation and lack of drinking water
- Homes without heating and limited ability to heat food and water
- Limited ability to keep food cold or frozen
- Transportation and travelling difficulties
- People unable to get cash from cash machines or make card purchases
- Limited telecommunications (including mobile phones)
- Vulnerable people unable to have or receive medical treatment

WHAT ARE WE DOING IN NPT/CCS?

- Work with the utilities companies to manage supply interruptions
- Production of multi-agency plans to manage long-term utilities outages
- Identification of vulnerable people who will need special treatment in the event of a utilities outage

WHAT DO YOU NEED TO DO?

- Know where the cut off points are for your utilities, in case of gas and water emergencies
- Keep an emergency kit in your home containing items such as a wind-up torch, battery or wind-up radio and supplies of tinned food and drinking water
- Outages may come with forewarning. If this is the case consider how you can be prepared e.g. fill the bath with drinking water
- Be on alert for bogus callers posing as utilities company workers
- Make sure you can make telephone calls by having at least one fixed phone connect directly into the phone socket

NO ENTRY: Animal Disease Control Precautions

**ANIMAL
DISEASE**



Animal diseases that are highly contagious cause high fatality rates amongst livestock or have the possibility of infecting humans.

The most serious disease in this category is highly pathogenic avian influenza. Avian Influenza is largely a disease of birds.

The virus does not easily cross from birds to infect humans, although there is a risk if people with seasonal flu become co-infected with Avian Influenza.

History

There have been a number of significant animal disease cases in Wales over the past decade.

These include:

- Foot & Mouth (2001)
- Avian Influenza (2007)
- Bluetongue (2008)
- Swine Flu (2009)
- Bovine Tuberculosis (2012)

RISK IMPACTS

- Damage to local agricultural economy
- Mass cull / disposal of animal carcasses
- Loss of livelihoods for farmers and farm workers
- Health risks to farm workers

WHAT ARE WE DOING IN NPT/CCS?

- Production of multi-agency plans for managing animal disease outbreaks
- Raising disease awareness amongst farmers and farm workers
- Preventing importation of diseases throughout our ports

WHAT DO YOU NEED TO DO?

- Register any livestock which you own with The Department of Environment, Food and Rural Affairs (Defra)
- If an outbreak is declared then follow any guidance from the government to protect your livestock and limit the spread
- Vaccinate your livestock where possible
- Use the UK pet travel scheme if returning from abroad



COASTAL **POLLUTION**



The Bristol Channel is a major international shipping route for many products, including a large amount of oil, and passenger vessels. Swansea Dock, Swansea Bay Marina, Port Talbot Dock and tidal harbour, and Neath port receive large bulk carrying vessels.

An incident with vessels may cause hazardous cargo/substances to be released into the sea and washing up on the shoreline causing pollution and damage to the environment, wildlife, and economy.

To counter this threat Swansea Bay Counter Pollution Group comprising of Neath Port Talbot, Swansea and Bridgend Local Authorities, have collaborated together to write a response plan.

History

The last marine pollution incident in Wales was the Sea Empress disaster in 1996 which resulted in over 70,000 tonnes of oil being spilt off the coast of Milford Haven.

This spill resulted in a large scale clean up operation and caused major environmental damage to the South West Wales coastline including the cockle beds of the North Gower Peninsula.

RISK IMPACTS

- Pollution of sea water
- Pollution of the beaches and shoreline
- Damage to various Sites of Special Scientific Interest
- Damage to wildlife and environment
- Health risk to coastal residents and holiday makers

WHAT ARE WE DOING IN NPT/CCS?

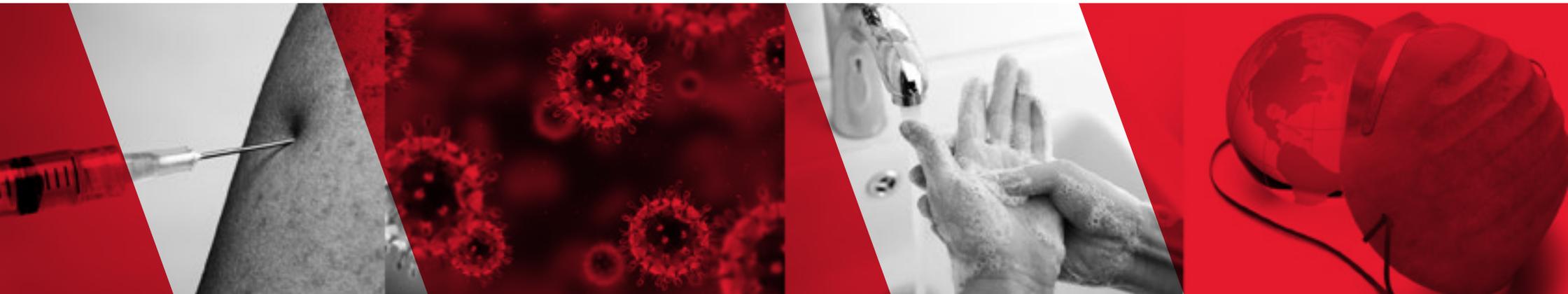
- Production of multi-agency plans to effectively clean up any oil spills in order to minimise pollution and impacts on coastal communities and safely dispose of hazardous materials
- Completing multi-agency response plan

WHAT DO YOU NEED TO DO?

- When travelling make yourself aware of the emergency procedures issued by the operators
- Co-operate with organisations during any clean up operation
- Stay away from an area where wreckage or cargo from an incident may be washed ashore until declared safe



PANDEMIC
FLU



An influenza (flu) pandemic is a worldwide event in which many people are infected with a flu virus in a short time and is one of the highest risks we face.

An influenza pandemic occurs when a new influenza virus emerges and spreads around the world, and most people do not have immunity. Large numbers of the public may become infected by the new virus over a relatively short period of time.

Unlike a normal flu virus, which has a 'season', a flu pandemic can occur at any time. Based on what has happened during previous pandemics, it is likely to occur in one or more waves, possibly weeks or months apart.

HISTORY

The most notable influenza pandemic of the last century occurred in 1918 and is often referred to as 'Spanish flu' and caused an estimated 20 to 40 million deaths worldwide. In the UK alone there were an estimated 228,000 additional deaths.

The emergence of the H1N1 (2009) influenza pandemic demonstrated the unpredictability of influenza pandemics. Most people, experienced relatively mild illness.

CATCH IT 
Germs spread easily. Always carry tissues and use them to catch your cough or sneeze.

BIN IT 
Germs can live for several hours on tissues. Dispose of your tissue as soon as possible.

KILL IT 
Hands can transfer germs to every surface you touch. Clean your hands as soon as you can.

OTHER HEALTH ISSUES

In 2012/2013 a widespread vaccination programme was carried out to increase immunisation against a measles outbreak in the area. The outbreak resulted in 1219 notifications of measles cases in the Abertawe Bro Morgannwg, Hywel Dda and Powys health board areas.

RISK IMPACTS

- Many millions of people around the world may become infected causing global disruption and a potential humanitarian crisis
- Up to half the UK population may become infected and between 50,000 and 750,000 additional deaths may have occurred by the end of a pandemic
- Health care and local authority social care systems become overloaded
- Normal life is likely to face wide disruption, particularly due to staff shortages affecting the provision of essential services, including production and transport of goods

WHAT ARE WE DOING IN NPT/CCS?

- Management of the demand on the NHS and social care
- Distribution of anti viral medication to the public
- Vaccinations
- Public awareness and media management
- Managing excessive levels of death
- Monitoring the health of passengers and crews using our ports

WHAT DO YOU NEED TO DO?

- Keep healthy – a healthy lifestyle will be a great defence against flu and other illnesses
- Identify a flu friend – somebody who would collect your medication, food and other supplies allowing you to be isolated from the public
- Keep personal stocks of “over the counter” cold and flu medication to help relieve your symptoms
- Know the arrangements for your child’s school
- Look out for and observe advice and guidance from the NHS
- Get a vaccination



MALICIOUS ATTACKS



As with other areas of the UK, Wales also faces a serious and sustained threat from terrorism. The terrorist attack on Glasgow Airport on 30th June 2007 demonstrated that such attacks could be possible anywhere in the UK. Such attacks could take many forms.

What is meant by attacks in Crowded Places?

Crowded places such as shopping centres and stadia offer easy access and provide less protective security. Therefore, terrorists' have a higher likelihood of success in causing a high loss of life or mass casualties. Neath Port Talbot and Swansea are equally vulnerable to such attacks.

Attacks on Transport Systems

Public transport systems are accessible and vulnerable to terrorist attacks as demonstrated in London on 7th July 2005 and in Madrid in 2004. Air transport has also been targeted with the attacks on the World Trade Centre in 2001 and Lockerbie 1988.

Non-conventional Attacks

Although very few examples exist of attacks of this kind the risk from chemical, biological, radioactivity and nuclear (CBRN) attacks do exist. Such attacks have the potential for widespread impact.

What is an electronic Attack?

The growing reliance on information technology for government, business and social purposes make it a target for attack.



What action is being taken?

The UK Government's counter terrorism strategy, CONTEST is an integrated approach based on four main work streams, each with a clear objective to try and stop terrorist attacks occurring or, when they do, to mitigate their impact:

- **Pursue:** stopping terrorist attacks
- **Protect:** strengthening our protection against attack
- **Prepare:** mitigating the impact of attacks
- **Prevent:** stopping people becoming terrorists or supporting violent extremism

The Wales CONTEST Board takes forward this work on Wales, chaired jointly by the Welsh Assembly Government and the Police.

Counter- Terrorist Security Advisors in each Police Force area in Wales are working with local partnerships to reduce the vulnerability of crowded places.

There is also work being undertaken to protect infrastructure and transport; provide specialist equipment and training for emergency services in Wales in response to the CBRN threat; and all public services and utility companies are developing robust business continuity plans against electronic attack.

FURTHER
INFORMATION

- Joint Resilience Unit:
<http://www.jointresilience.co.uk/>
- Met Office Website for up to date Weather Warnings:
<http://www.metoffice.gov.uk/>
- Natural Resources Wales (formerly Environment Agency Wales)
<http://naturalresourceswales.gov.uk/?lang=en>
- Pandemic Influenza Information:
<http://new.wales.gov.uk/topics/health/protection/communicabledisease/flu/?lang=en>
- Animal Health and Welfare
<http://www.defra.gov.uk/>
- For central public information on the work being undertaken to strengthen resilience in Wales at local, regional and all-Wales levels:
<http://wales.gov.uk/resilience/home/?lang=en>
- For general public information:
<http://www.direct.gov.uk/>
- South Wales Police:
<http://www.south-wales.police.uk/>
- South Wales Fire and Rescue Service:
<http://www.southwales-fire.gov.uk/>
- Mid & West Wales Fire & Rescue Service:
<http://www.mawwfire.gov.uk/>
- South Wales Ambulance Service:
<http://www.ambulance.wales.nhs.uk/>

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