



Defence
Safety Authority

DSA 03.OME Part 2 (JSP 482) - Defence Code of Practice (DCOP) and Guidance Notes for In-Service and Operational Safety Management of OME

Defence OME Safety Regulator

DOSR



DSA VISION

Protecting Defence personnel and operational capability through effective and independent HS&EP regulation, assurance, enforcement and investigation.

PREFACE

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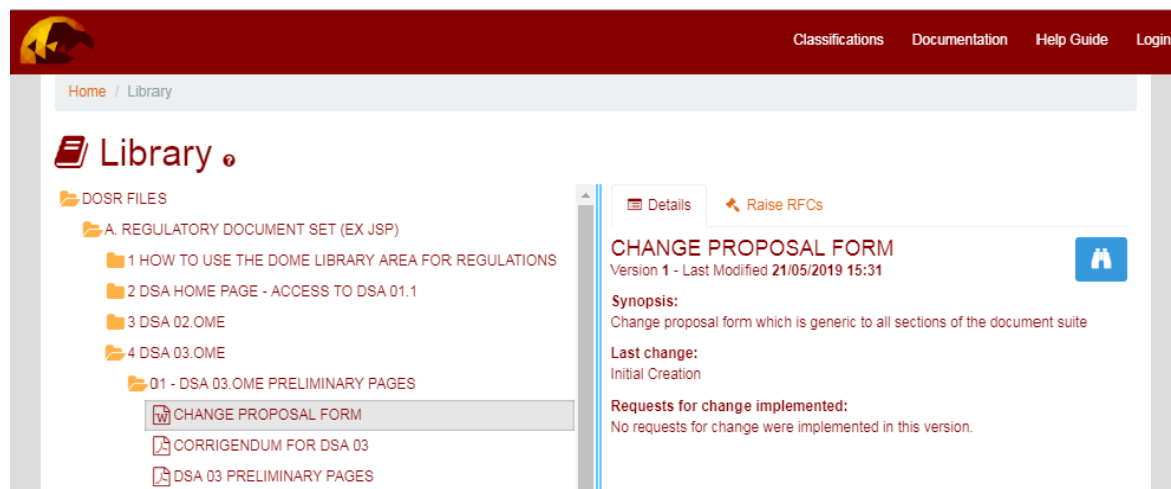


Figure 1. Change Proposal Form (Word version) Location

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1 SECTION THREE

1.1 Introduction

1.1.1 Marshalling areas, transit and staging facilities for explosives require careful siting and controlling, since the probability of an incident in such facilities is greater than in normal storage, although the transient nature of operations in these facilities mitigates the risks to some extent. The following paragraphs define the terms commonly used, detail the siting and licensing criteria and direct their control.

1.2 General

1.2.1 Siting boards are to be held whenever any of these facilities are being sited. The area is to be clearly demarcated by a fence, marking on the ground or by other permanent means.

1.2.2 The use of the word 'vehicle(s)' to refer to the various modes of transport is deliberate. Where reference is made to a specific mode of transport, the subject where the word is used is limited only in that context.

2 MARSHALLING YARDS

2.1 Introduction

2.1.1 A marshalling yard consists of groups of railway sidings in which freight trains are formed/reformed, or areas where road convoys are assembled.

2.1.2 A marshalling yard is to be protected as an ES by the relevant IMD. Provided that the loaded vehicles are moved expeditiously from these yards, they may be treated as a transient risk and need not be treated as a PES. If a marshalling yard is associated with a staging facility, the area is to include the requisite number of distant sidings, where trains/vehicles may stand without contravening these regulations, but then the whole facility is to be treated and licensed as a single PES.

2.2 Railway Marshalling Area

2.2.1 A marshalling area/yard for rail transport is to be large enough to permit the shunting of wagons to assemble them in the marshalling categories required by statutory regulations for rail transport. To prevent access being impeded in the event of an incident, e.g. derailment or fire, each area/yard is to be provided with at least two entrances.

2.3 Interchange Yards

2.3.1 An interchange yard is a railway siding where an assembled train loaded with explosives is temporarily positioned awaiting pick up by the National goods rail operator. It is not necessary to treat an Interchange Yard as a PES provided that the vehicles are moved expeditiously from these yards. However, if a yard is used at any time for purposes other than interchange, it is to be treated as a PES and the normal QDs applied.

2.4 Railheads

2.4.1 A railhead is a facility where rail wagons are loaded or unloaded. The maximum NEQ for a railhead is determined by DOSR using a model that utilises a casualty limitation philosophy originally developed for use in commercial ports.

3 TRANSIT OR TRANSFER FACILITIES

3.1 Introduction

3.1.1 Transit (or Transfer) facilities are buildings or areas where consignments of explosives undergoing movements are assembled/dismantled for transshipment between modes of transport which operate within an explosives facility, and those which operate outside the area. It includes cargo handling facilities for the assembly/dismantling of palletised explosives for transport by air, i.e. Cargo Handling and Explosives Palletization Site (CHEPS), and structures containing permanently installed lifting equipment where all-up rounds (AUR) are transferred between storage cradles and loading trolleys or vehicles.

3.1.2 A Transit (or Transfer) Shed is considered to be a PES, and explosives regulations, including the QDs at Chapter 10, Section 2 Annex A are to be observed. Authorised quantities for licensing purposes are to include the total quantities of all explosives permitted in the facility at any one time, with due regard to the rules for the mixing of CGs. When the transit facility is at a military airfield for the preparation of aircraft pallets, the relevant IE may consider restricting the time prepared pallets are to be stored in the buildings provided for that purpose. If more than 10 personnel are employed in a Transit Shed, it should be treated as a Process Building.

3.2 Transit Sheds for Rail Transport

3.2.1 Where standard gauge rail is provided within an explosives facility, a transit shed for rail transport may not be necessary, provided adequate space is available for loaded wagons to be held while awaiting distribution into/from the storage buildings, or for marshalling into a train. Such holding points are to be authorised using available QD and considering the number of personnel involved in the task. Where large numbers of personnel are employed, i.e. 10 or more, then it should be treated as a Process Building and the relevant PBD applied.

3.2.2 The number of transit sheds and their size is to be based on the quantity of explosives that is required to be issued and received in a specified time and when working to full capacity. The available QD will have a bearing on this capacity. A depot should normally be provided with more than one transit facility, preferably capable of handling either road or rail traffic.

4 SITING OF VEHICULAR STAGING FACILITIES ON UNITS

4.1 Introduction

4.1.1 The term 'Staging Facilities' is commonly applied to vehicular parking, and 'Holding Yards' to trains. Staging Facilities are areas used for accommodating vehicles loaded with explosives when a journey cannot be completed in a single day or unloading to a proper store is not possible on arrival. Staging should take place overnight, and thus outside normal working hours, unless exceptional circumstances demand a stay over the weekend or during a normal working day. Staging facilities

are to be considered as a PES, and wherever possible should be located within an Explosives Storage Area (ESA). When sited within an ESA they are to comply with Chapter 10 Section 2 Annex A, determined as an untraversed open stack storage site. All other staging facilities are to be authorised using the paragraphs below. Authorised Staging Facilities are normally formally established for the purpose and are listed in DSA03.DLSR.LSSR Movement and Transport Safety Regulations, Dangerous Goods Manual (DGM), together with contact numbers and condition of use. There are two classes of such facility.

4.2 Class A - Staging Facilities Used for More Than One Day a Week or for HD 1.1

4.2.1 Staging facilities that are used on average more than once a week, or for HD 1.1, are to be sited and licensed in accordance with Chapter 10, Section 2 Annex A as appropriate, but using only the IBD. These sites are to be safeguarded in accordance with Chapter 22.

4.3 Class B - Staging Facilities Used for Less Than One Day a Week

4.3.1 Staging facilities that are used on average more than one day a month, but less than one day a week, are to be sited and licensed in accordance with Chapter 10, Section 2 Annex A as appropriate, but using only the PTRD. Class B facilities are not to be used for HD 1.1 explosives. The PTRD to be selected is dependent on the number of personnel at any ES, the type of ES and the length of time they are placed at risk. Safeguarding is not required.

4.4 Staging Facilities - Authorised Quantities

4.4.1 Staging facilities for vehicles carrying an aggregated maximum NEQ of 25 kg of HD 1.2 and/or HD 1.3, of Compatibility Group G only, plus any quantity of HD 1.4, are to be sited and licensed in accordance with the requirements of Chapter 10, Section 8.

4.5 Staging Facilities – HD 1.4

4.5.1 Vehicles carrying only HD 1.4 may be staged in any secure MOD controlled site without the need for a licence.

4.6 Record of Usage

4.6.1 A record of usage of staging facilities of all classes is to be maintained to ensure that the criteria above remain valid. These records will be examined by IE Inspectors during their visits.

5 STAGING OF POLICE ARMS AND EXPLOSIVES SEARCH (AES) TEAM DOG TRAINING SAMPLES

5.1 Introduction

5.1.1 AES Dog Training samples are explosives items utilised by Service and MOD Police Dog handlers during Arms and Explosives Search operations to motivate and further train the dogs conducting searches. All samples are currently classified by DOSR as HCC 1.1D. Under normal circumstances, samples are stored at units parenting P&SS and MOD Police detachments. However, when the AES teams are operationally deployed, a selection of the training samples invariably accompanies

them. This deployment is normally by road, and the samples, to an NEQ not exceeding 170 g (6 oz), are carried in the AES vehicle in their DOSR approved packaging. These deployed operations often exceed a single day in duration and the vehicle, which is bound by the staging regulations in DSA03.DLSR.LSSR may require to stage at units without PES licensed to store HD 1.1.

5.1.2 Wherever possible, the samples should always be stored in accordance with the full regulations in this publication. However, it is recognised that this is not always possible and, given the hazard (as demonstrated in the external fire test) is practically non-existent, the following paragraph prescribes the storage conditions for AES Dog Samples away from their parent unit.

5.2 Requirements for Out-of-Hours Storage Away from Parent Unit

5.2.1 The requirements for out-of hours storage of AES Dog samples are as follows:

- (1) Units with Licensed HD 1.1 Facilities. For units with storage facilities licensed in accordance with Chapter 10, the samples in their DOSR approved packaging are to be placed into this licensed facility.
- (2) Units with No Licensed HD 1.1 Facilities. In circumstances where an AES team is required to stage at a unit without facilities for storage of HD 1.1, the AES samples are to remain in the vehicle in their DOSR approved packaging and the vehicle parked in an area decided jointly by the unit Explosives Safety Officer, Sy Officer and Fire Focal Point. No Explosives Licence (MOD F1658 or F1659) is required but see para 5.2.2.

5.2.2 The concessions in sub-para 5.2.1(2), above, may only be used after the unit Explosives Safety Officer has conducted a formal Risk Assessment which has then been agreed by the appropriate IE. The appropriate HQ P&SS/MOD Police detachment may only avail itself of the concessions at sub-para 5.2.1(2), above, if the staging is pre-arranged with the unit Explosives Safety Officer of the unit concerned. The unit Explosives Safety Officer is to maintain a record of such occurrences.

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