

Section G

EMERGENCY TRANSHIPMENT OF DANGEROUS GOODS

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G EMERGENCY TRANSHIPMENT OF DANGEROUS GOODS

G1 Emergency Transhipment – Parcels Services

1.1 Parcels Services

In an emergency, Rail Staff may tranship packages containing dangerous goods from a parcels service, unsupervised, unless the packages are marked: -

‘NOT TO BE UNLOADED BY RAIL STAFF’

When packages are marked in this way, the transhipment must be supervised by the sender/receiver, the agent of either, or the RADSAFE supervisor.

G2 Emergency Transhipment – Freight Services

2.1 Circumstances

In an emergency it may be necessary to tranship dangerous goods from wagons or containers to other wagons or containers or road vehicles. This may follow emergency response action by the Emergency Services.

2.2 Action Plan – Responsibility and Preparation

Before transfer is attempted, an action plan must be prepared and agreed with all involved. The action plan must identify the risks involved and the control measures that must be applied.

The responsibility for the preparation of the action plan is that of the organisation controlling the infrastructure involved. This means that normally Network Rail will be responsible with the Rail Incident Officer (RIO) taking the lead.

The plan must identify where assistance and equipment may be obtained.

G3 Before Transhipment is Attempted

The following aspects must be considered when developing and implementing the action plan.

3.1 Risks

- explosion
- fire
- loss of containment of product
- release of flammable, toxic or radioactive material
- contamination of ground and/or water courses
- reaction of the product being transhipped with water, air and other substances on site
- other environmental hazards

3.2 RIO Action

The RIO must ensure that: -

- the Emergency Services and specialist adviser(s) are present before the transfer commences
- liaison with the Emergency Services and the specialist adviser(s) takes place at all stages of the transfer
- equipment and materials are present on site to deal with spillage or fire
- conductor rails or overhead electric line equipment within 9 metres (30 feet) are isolated before the transfer of: -
 - flammable gases
 - liquids with a flashpoint below 100°C
- all wagons involved in the transfer are: -
 - secured against movement by having handbrakes/wheel scotches applied
 - adequately supported to guard against movement caused by transfer of weight
- the transfer is not attempted during darkness or thunderstorms unless absolutely necessary
- no member of Rail Staff or the public are allowed unnecessary access to the site.