



Australian Explosives Industry And Safety Group Inc.

# **Code of Practice**

## **MOBILE PROCESSING UNITS**

**Edition 3**  
**June 2014**



## About the AEISG

The Australian Explosives Industry and Safety Group (AEISG) is an incorporated association of Australian explosives manufacturers and suppliers originally formed in 1994.

Since then, AEISG membership has grown and currently includes:

- Applied Explosives Technology
- Downer EDI- Blasting Services Pty Ltd
- Dyno Nobel Asia Pacific Pty Limited
- Explosives Manufacturing Services
- Johnex Explosives
- Orica Australia Limited
- Maxam Australia Pty Ltd
- Thales Australia

The goal of AEISG is to continuously improve the level of safety and security throughout our industry in the manufacture, transport, storage, handling and use of explosives and related materials throughout Australia.

One of the strategies adopted by AEISG in this regard is to identify areas where improved standards of operation need to be consistently applied and then develop and issue appropriate codes of practice which capture industry best practice in these areas.

AEISG codes of practice are adopted by members for the benefit of their employees, their customers and the general community. They are also made available free of charge on the AEISG website, [www.aeiscg.org.au](http://www.aeiscg.org.au), for use by any interested parties.

To keep abreast of technological advancements, industry progress and regulatory changes, AEISG Codes of Practice are subject to regular review and updated through the issue of amendments or revised editions as necessary. It is important that users ensure they are in possession of the latest edition and any amendments. References to superseded versions should be updated accordingly.

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## Section 1 Scope and Definitions

### 1.1 Scope

This Code sets out the requirements for the design and operational management of Mobile Processing Units (MPUs) used in the manufacture and blast-hole delivery of explosives used in surface and underground blasting as well as other operations, including field packaging.

Unless otherwise specified, this Code applies to the operational transport, manufacture and delivery of products using MPUs on public roads and private property throughout Australia, including mining leases. It includes the on-site<sup>1</sup> carriage of small quantities of detonators and boosters intended for immediate use in tasks directly related to the operation of the MPU. It also includes the carriage of small quantities of explosives samples<sup>2</sup> returned for quality monitoring purposes.

This Code does not apply to the transport of dangerous goods in vehicles or equipment not specifically covered or included by definition. The intent of this Code is to ensure a level of consistency in the design and operational management of MPUs, and further the objective of increased safety across the commercial explosives industry.

Due to the specialised application of MPUs, this Code was developed to cover a gap between the ADG Code and AEC. Design changes in this revised version are not intended to be applied retrospectively.

<sup>1</sup> In this context 'on-site' means within the boundaries of the mine or quarry site.

<sup>2</sup> These are cup samples of manufactured product and would typically be less than 5 kg in total.

### 1.2 General Description of Mobile Processing Units

This section covers the definition of an MPU and describes typical configurations for a range of standard applications.

#### 1.2.1 Definition of a Mobile Processing Unit

For the purposes of this Code an MPU means a vehicle-mounted processing plant which carries raw materials required to manufacture or blend a Class 1 explosive and incorporates a blast-hole delivery system for the finished product. It includes charge cars and kettles used mainly in underground applications to charge blast-holes.

**Note:**

- (i) The definition excludes bulk transport vehicles that do not include a manufacturing, blending and/or blast-hole charging capacity. These vehicles are covered under the ADG Code or AEC (e.g. road tank vehicles for transporting bulk ammonium nitrate emulsions or suspensions).
- (ii) MPUs are typically configured as:
  - an integrated self propelled vehicle, processing plant and blast-hole delivery system (e.g. a cab/chassis combination);



- a self propelled vehicle with the processing plant and blast-hole delivery system as a demountable unit (e.g. a flatbed rigid truck with a skid mounted plant); or
- a trailer-mounted processing plant and blast-hole delivery system designed to be towed.

### **1.2.2 Typical Configurations for Mobile Processing Units**

It is a typical design feature of MPU configurations described below that the explosive product is manufactured and delivered into blast-holes as an integrated process i.e., all explosive manufactured on the vehicle is delivered immediately following manufacture. Apart from minor residues, the vehicle is not intended to transport the manufactured product.

#### **1.2.2.1 ANFO Units**

ANFO units mix ammonium nitrate prill and a combustible liquid, usually diesel oil, to form an explosive. Additional raw materials such as aluminium powder and polystyrene beads may be added. The mixing process is typically a mixing auger. The delivery system is usually an auger, a slide or a pneumatic blow loading arrangement.

#### **1.2.2.2 Emulsion / Watergel Units**

Emulsion / Watergel units carry ammonium nitrate emulsion or suspension, ammonium nitrate prill and fuel oil in containers such as tanks, bins and bowls. These are mixed on the MPU to produce the explosive. Mechanical processing and/or additional products such as effect materials or surfactants may be used to modify the properties of the final product (e.g. increase sensitivity). Typically these units can produce a range of explosives by varying the ratio of raw materials.

These units have a number of trade and generic names, including but not limited to, Triple T, Triple P, Mobile Sensitising Unit (MSU), Mobile Manufacturing Unit (MMU), Bulk Explosives Vehicle (BEV).

#### **1.2.2.3 Bulk Emulsion / Watergel Delivery Units**

These vehicles carry ammonium nitrate emulsion or suspension in tanks and separate containers of effect materials. The effect materials are mixed with the emulsion as part of the process system to deliver the blended final product.

#### **1.2.2.4 Bowl Trucks**

Bowl trucks carry only minor quantities of raw materials during their journey from depot to the initial point of delivery. The majority of materials are loaded on-site and batch mixed in the bowl for delivery to blast-holes as required.

It is a feature of bowl trucks that after batch mixing they change from essentially a non-dangerous goods vehicle to an explosives vehicle ready to deliver into blast-holes.

#### **1.2.2.5 Kettles / Charge Car Units**

These units are similar to delivery units and are typically used in underground applications to carry either unsensitised product or pre-blended bulk explosives to the charge site.





### 1.3 Definitions

For the purpose of this Code, the following definitions apply unless a contrary intention is stated:

Term	Definition
<b>ADG Code</b>	Australian Code for the Transport of Dangerous Goods by Road and Rail [7th ed.]
<b>AEC</b>	Australian Code for the Transport of Explosives by Road and Rail [3rd ed.]
<b>ANE</b>	Ammonium nitrate emulsion, suspension or gel classified as UN Division 5.1 and assigned to UN3375
<b>ANFO</b>	A mixture of ammonium nitrate with a suitable fuel, typically diesel fuel
<b>approved</b>	Approved by the relevant Competent Authority
<b>authorised explosive</b>	An explosive defined and classified in accordance with the laws relating to explosives in a State or Territory.
<b>authorised officer</b>	A person appointed by the Competent Authority to exercise statutory powers for the regulation of Mobile Processing Units.
<b>bulk container</b>	A container (including any liner or coating) with a capacity greater than 1.0 m <sup>3</sup> , intended for the transport of solid substances which is in direct contact with the containment system. It does not include IBCs, large packagings and portable tanks. Examples of bulk containers are freight containers, offshore bulk containers, skips, bulk bins and load compartments of vehicles
<b>Code</b>	AEISG Code of Practice for Mobile Processing Units unless otherwise intended.
<b>Competent Authority</b>	The authority with statutory responsibility for the regulation of Mobile Processing Units.
<b>container</b>	see definition for packaging
<b>dangerous goods</b>	Goods that have been defined as dangerous goods under the ADG Code.
<b>effect materials</b>	Materials used to control the final properties of the manufactured explosives e.g., gasser solutions, surfactants, cross-linkers and pH modifiers
<b>EWP</b>	Elevated Work Platform
<b>field packaging</b>	The on-site discharge of a finished product into approved packaging or separate loading equipment which is intended for immediate use or temporary storage in a ready to use or working party magazine.
<b>incompatible</b>	Relates to goods which when mixed or otherwise brought into contact with each other, are likely to interact and increase risk because of the interaction.
<b>raw materials</b>	Is a generic term used in this Code to include all oxidisers, fuels, effect materials, sensitisers, crosslinkers and any other items which are consumed in the manufacture and/or delivery of explosives
<b>liquids</b>	Are goods which at 50 deg C have a vapour pressure of not more than 300kPa (3 bar) which are not completely gaseous at a temperature of 20 deg C and a pressure of 101.3 bar, and which have a melting point or initial melting point of 20 deg C or less at a pressure of 101.3 kPa. A viscous substance for which a specific melting point cannot be determined should be subjected to the ASTM 4359-90 test; or to the test for determining fluidity (penetrometer test) prescribed in Section 2.3.4 of Annex A of the European Agreement concerning the International Carriage of Dangerous Goods by Road.
<b>MPU</b>	Mobile Processing Unit, see section 1.2
<b>package</b>	the complete product of the packing of the goods for transport, and consists of the goods and their packaging.



Term	Definition
<b>packaging</b>	The container in which the goods are received or held for transport and includes anything that enables the containers to receive or hold the good; or to be closed
<b>PBS</b>	Performance Based Standards is a vehicles standard scheme administered by the Australian National Heavy Vehicle Regulator catering for innovative and optimised heavy vehicle design.
<b>portable tank</b>	A multimodal tank that is designed primarily to be loaded onto a vehicle or ship; has a capacity of more than 450 L; is equipped with skids, mountings, stabilisers and accessories to facilitate manual handling; is capable of being loaded or unloaded without removing its service or structural equipment; and is capable of being lifted when full. It does not include road tank vehicles, rail tank wagons, non-metallic tanks, gas cylinders, large packagings, and IBCs.
<b>power take off</b>	A mechanical device driven by the propulsion or auxiliary engine which provides power to drive auxiliary equipment such as hydraulic pumps
<b>prime contractor</b>	The person, in conducting a business for or involving the transport of dangerous goods by road, undertakes to be responsible, or is responsible, for the transport of the goods by road
<b>residue</b>	Nominal amount of product remaining in tanks and pipework that the transfer system cannot remove.
<b>SRT</b>	Static Rollover Threshold is a measure used to determine a vehicles potential to roll over (technical information on the SRT index is available in the PBS Vehicle Standards)
<b>tank</b>	A receptacle in the form of a shell fitted with service and structural equipment necessary to receive and contain dangerous goods, includes storage tank, potable tanks and cargo receptacles of road tank vehicles but not IBCs or bulk containers complying with Ch 6.8 of the ADG Code.
<b>trailer</b>	A vehicle that is designed to be towed, or is towed, by another road vehicle but it does not include a road vehicle propelled by a motor that forms part of the vehicle.
<b>ullage</b>	The difference between the total capacity of a container and the net contents of the container, calculated as a percentage of the total capacity.
<b>vehicle</b>	A road vehicle including an articulated or combination vehicle.

#### 1.4 List of Codes, Standards, Rules and Other Instruments referenced in this Code

<b>ADG Code</b>	Australian Code for the Transport of Dangerous Goods by Road and Rail [7th ed.]
<b>ADR</b>	Australian Design Rules
<b>AEC</b>	Australian Code for the Transport of Explosives by Road and Rail [3rd ed.]
<b>AS 1210</b>	Pressure Vessels
<b>AS 1418</b>	Cranes, Hoists and Winches
<b>AS 1678</b>	Emergency Procedure Guides – Transport
<b>AS 1851.1</b>	Maintenance of fire protection equipment – Portable fire extinguishers and fire blankets
<b>AS 2053</b>	Conduits and fittings for electrical installations
<b>AS 2809.1</b>	Road tank vehicles for dangerous goods – Part 1: General requirements
<b>AS 2809.2</b>	Road tank vehicles for dangerous goods – Part 2: Tankers for flammable liquids
<b>AS 2809.4</b>	Road tank vehicles for dangerous goods – Part 4: Tankers for toxic and corrosive cargoes



<b>AS 3790</b>	Portable warning triangles for motor vehicles
<b>HB 76</b>	Dangerous Goods – Initial Emergency Response Guide
<b>MDG15</b>	Guideline for Mobile and Transportable Equipment for Use in Mines
<b>National Code of Practice</b>	Heavy Vehicle Modifications – Bulletin No6.
<b>Precursor Code</b>	AEISG Code of Good Practice - Precursors for Explosives or its successor.

### 1.5 New Designs and Innovations

This Code does not prevent the use of materials, design, procedures and the like that are not mentioned or do not comply with the specific requirements of this Code, provided that they achieve a performance standard and level of safety that is equal to, or greater than, that specified in this Code.



## Section 2 Regulatory and Other Requirements

### 2.1 General Requirements

The owner and/or operating entity of an MPU must abide by the relevant legislation including any referenced codes and standards for the transportation, storage, handling and use of raw materials and manufactured products.

The owner or operating entity must also ensure that the MPU meets the requirements of this Code, is operated in accordance with this Code and the operating manual, and is suitable for the intended raw materials carried and explosive product to be manufactured.

2.1.1 Legislation applicable to MPUs is administered by various State and Territory government agencies and it is the responsibility of the MPU owner and/or operating entity to determine and comply with all requirements relevant to their operations.

2.1.2 Typically some or all of the following licences and authorisations are required:

- 1) a vehicle licence to transport dangerous goods or explosives;
- 2) a licence to manufacture explosives;
- 3) a licence to drive a vehicle transporting dangerous goods and/or explosives;
- 4) security clearances / authorisations for operators;
- 5) an explosives authorisation for each manufactured product; and
- 6) appropriate vehicle registration.

**Note:** Licensing requirements are administered on a state/territory basis. The requirements for each state may vary and clarification should be sought from the relevant Competent Authority.

2.1.3 The manufacturer or supplier of raw materials must ensure that the products have been properly classified and Material Safety Data Sheets are provided.

2.1.4 The operator of an MPU must only operate on sites and/or for customers holding appropriate licences / approvals where necessary.

2.1.5 The operating entity must ensure that all MPU operators have been adequately trained and deemed competent to operate the vehicle and equipment.

### 2.2 Insurance and Public Liability

2.2.1 The owner and operating entity of an MPU must ensure that an MPU is covered by a policy of insurance or other form of indemnity in respect of:

- 1) Property damage, personal injury, (excepting consequential economic loss) arising out of any fire, explosion, leakage, or spillage of dangerous goods in, on or from the MPU or a container transported on the MPU; and



- 2) costs incurred by or on behalf of a government authority in a cleanup resulting from an event of any kind referred to in 2.2.1(1).
- 2.2.2 Minimum insurance amounts are specified in legislation for the transport of dangerous goods and in the AEC for the transport of explosives.



## Section 3 Placarding of MPUs

### 3.1 Scope

This section sets out the requirements for placarding of MPUs based on the placarding principles set out in the AEC and ADG Code. MPUs must be placarded when transporting dangerous goods and the placarding information provided below may vary depending on the materials being transported. Further information on the Hazchem Codes can be found in Appendix C of the ADG Code.

### 3.2 General Requirements

- 3.2.1. MPUs must be placarded unless they have been cleaned of all dangerous goods.
- 3.2.2. For MPUs transporting dangerous goods other than Class 1 on public roads, the design of placards and their location must be in accordance with section 5.3.1 - General Placarding Requirements, and section 5.3.6 - Placarding Road Vehicles, of the ADG Code unless otherwise approved.
- 3.2.3. For MPUs transporting dangerous goods of Class 1 on public roads, the requirements for placarding must be in accordance with section 3.4 - Marking of Road Vehicles and section 3.7 - Requirements for Emergency Information Panels, of the AEC unless otherwise approved.
- 3.2.4. All containers, bins and tanks on the MPU should be clearly marked to indicate their contents.
- 3.2.5. All placarding must be weather resistant and be legible when displayed.

### 3.3 Details of Placards

The information to be displayed on Emergency Information Panels will depend on the dangerous goods being carried. The following table contains details for typical MPU configurations:

Dangerous Goods / Raw Materials being transported	Proper Shipping Name	UN No	HAZCHEM	Class Label
AN Prill UN1942 Combustible Liquid C1	AMMONIUM NITRATE	1942	1YE	5.1
AN Prill UN1942 AN Emulsion UN3375 or AN Suspension UN3375 Combustible Liquid C1 Effect Materials	AMMONIUM NITRATE EMULSION or AMMONIUM NITRATE SUSPENSION	3375	1YE	5.1
AN Emulsion UN3375 or AN Suspension UN3375 Effect Materials	AMMONIUM NITRATE EMULSION	3375	1YE	5.1
Class 1 Bulk Explosives AN Emulsion UN3375 or AN Suspension UN3375 AN Prill UN1942 Combustible Liquid C1	EXPLOSIVES	Blank	E	1.1D

<b>AMMONIUM NITRATE EMULSION</b>		
UN No. <b>3375</b>	HAZCHEM <b>1YE</b>	
IN EMERGENCY DIAL <b>000, POLICE OR FIRE BRIGADE</b>	SPECIALIST ADVICE <b>SAFER SYSTEMS 1000 123 456</b>	

*Figure 1: Example of an Emergency Information Panel for an emulsion unit*

### 3.4 Placarding Requirements

- 1) The placard must be securely fixed to the vehicle and displayed in a substantially vertical plane.
- 2) The placard must not be obscured.
- 3) The placard must be durable and weather resistant.
- 4) The letters and numerals on the placard must be legible.
- 5) The lowest edge of a placard must be at least 450mm above the ground.
- 6) Where an Emergency Information Panel cannot be mounted as a whole on the rear of a vehicle because of obstructions, the panel may be divided vertically into two parts and mounted on either side of the obstruction.



## Section 4 Documentation

### 4.1 General

Transport documentation and emergency information as prescribed below must be carried in an emergency information holder on an MPU transporting dangerous goods on public roads. The information in the transport documentation must be in English, easy to identify, legible and durable, and must be carried in the vehicle in hard copy form.

Transport documentation is not required when the MPU is operating on a mining lease or quarry site however it is recommended that an abbreviated document such as a manifest is carried which reflects products and quantities.

### 4.2 Transport Documentation

Transport documentation should include the consignor's name, address and telephone number. This should be the number of the telephone advisory service or a number at which a person is accessible to answer questions relating to the goods consigned.

The transport documentation should also include the consignee name and delivery address. Each type of dangerous goods being transported must be described as follows:

- 1) the UN number of the goods;
- 2) the proper shipping name of the goods;
- 3) the class or division of the goods;
- 4) the subsidiary risk (if any) of the goods;
- 5) the packing group (if any) of the goods;
- 6) a description of the package or receptacle in which the goods are transported; and
- 7) the aggregate quantity of the goods.

When dangerous goods are being transported on a combination road vehicle, the transport documentation must indicate what dangerous goods is stowed in each vehicle forming part of the combination.

The transport documentation may contain additional information about the goods being transported if the information is not inconsistent with, and is placed after, the dangerous goods information required above.

Where a part load of an MPU is delivered, the transport documentation must, to the extent practicable, be amended to reflect the revised aggregate quantities of goods remaining on the vehicle.

For MPUs that are empty but not freed from dangerous goods, the transport documentation should be amended to reflect this, for example, the words 'Empty Not Cleaned' or 'Residue Only' should be legibly noted on the documentation – this will facilitate an appropriate incident response.





### **4.3 Emergency Information**

#### **4.3.1 Required emergency information**

The following emergency information must be carried in an emergency information holder on an MPU transporting dangerous by road:

- 1) either an emergency procedure guide in relation to a MPU vehicle fire, and emergency procedure guides for each type of dangerous goods being transported on the MPU; or
- 2) a copy of the Dangerous Goods – Initial Emergency Response Guide HB76.

#### **4.3.2 Format of emergency information**

The ‘Emergency Procedure Guide’ in relation to particular dangerous goods, is a guide outlining procedures to be taken in the event of an emergency, which is either:

- 1) in the form, or substantially in the form, of an emergency procedure guide for the goods published by Standards Australia (AS1678); or
- 2) in a form approved by a Competent Authority.

#### **4.3.3 Location of transport documentation and emergency information**

The transport documentation and emergency information must be located in an emergency information holder which meets the following requirements.

- 1) of a size and shape suitable for holding the transport documentation and emergency information.
- 2) marked with the words ‘Emergency Procedure Guides’ or ‘Emergency Information’ in red letters at least 10mm high on a white background.
- 3) securely located on the inside of a door of the cabin or immediately adjacent to a door of the cabin. If the construction of the MPU does not allow the holder to be attached to the door or adjacent to the door – it can be located elsewhere in the cabin provided that it is visible and accessible, and the position is identified on a notice fixed to the inside of the driver’s door.



## Section 5 MPU Design

### 5.1 Scope

This section sets out the requirements for the design of MPUs and associated equipment.

### 5.2 Requirements for MPUs

#### 5.2.1 General Requirements

- 1) Documented hazard identification, risk assessment and compliance processes must be carried out on MPU designs. The hazard identification and risk assessment should cover vehicle selection, tanks, bins, process equipment and operation, segregation of raw materials during transport, as well as requirements for fall protection if the design requires working at heights. The compliance process must document how the relevant requirements of this Code have been addressed. The documentation must have engineering certification in accordance with clause 5.5.
- 2) The means of attachment of tanks and bulk containers should be treated for design purposes as tank or bulk container supports. Reference should be made to Section 3.3 of AS2809.4 and the vehicle manufacturer's body building guide to ensure that attachment to the vehicle results in a safe installation.
- 3) Service equipment including pipes, fixed fittings and other items must not protrude beyond the nominal width of the vehicle. Items such as swing augers that have the potential to be a hazard in transit must have a primary and secondary restraint system to ensure that it remains stowed and secured in the designated position when in transit.
- 4) Concealed hollows should be avoided in the design (e.g. steel tubing with sealed ends). Where concealed hollows are unavoidable, provision for inspection, venting and decontamination must be provided.
- 5) The use of copper, zinc and their alloys on an MPU should be avoided unless there are no alternatives e.g. copper in electrical wiring. Any such copper containing components must be protected to avoid contact with any raw materials or manufactured product.
- 6) Vehicle modifications shall conform to the requirements of the National Code of Practice for Heavy Vehicle Modifications.
- 7) Compliance with Australian Design Rules and Vehicle Standards Regulations is required for vehicles intended to be registered for use on public roads.
- 8) Where an MPU is not capable of being registered for use on public roads, the relevant sections of MDG15 should be taken into consideration for design.

**Note:** Hazard identification and risk assessment tools must be of a recognised industry standard. Examples include: Hazard and Operability Studies AS IEC 61882-2003; Design Review AS IEC 611160-2008; Quantitative Risk Assessment; Bow Tie Analysis; Fault Tree Analysis AS IEC 61025; Failure Mode and Effects Analysis AS IEC 60812.



### 5.2.2 Vehicle Selection

Vehicles must be suitable for transporting dangerous goods and must be free of any defects that are likely to create a risk in transporting the goods. In selecting an appropriate vehicle as a platform on which the tanks, bulk containers and process equipment will be mounted, consideration must be given to the likely application of the MPU.

Typical operational conditions include:

- 1) minor off-road – travelling on public roads with short off-road travel into quarries or construction sites, operating in relatively good conditions;
- 2) major off-road – majority of time on mine leases with good haul roads, operating in average conditions;
- 3) severe off-road operations – mostly operating in severe conditions requiring all wheel drive; and
- 4) underground operations – majority of time on mine lease, operating underground in potentially hazardous atmospheres.

### 5.2.3 Vehicle Load Limits

Vehicles intended for minor off-road use will operate under load limits specified by state and local road authorities. Vehicles with a standard road specification chassis can be considered suitable for this type of application.

Vehicles intended for major and severe off-road use will normally operate with load limits based on the manufacturer's gross vehicle mass – this rating is noted on the vehicle compliance plate. Consultation with the vehicle manufacturer is recommended to confirm load ratings and ensure that the vehicle is suitable for use in an off-road environment.

### 5.2.4 Vehicle Gradeability and Startability

The vehicle should have a gradeability and startability rating to suit the intended operating environment. Gradeability is the ability of a vehicle to climb a grade at a set speed while startability is the ability of a vehicle to pull away from a dead stop on a grade. As well as torque for climbing, the vehicle must have retardation capabilities for long declines. Typical mine haul roads gradients can be 1:7 with bench access road gradients of 1:5.

### 5.2.5 Vehicle Stability

Vehicle stability is a critical concern that must be addressed at the design stage taking into account the intended operating environment. There are numerous factors that impact vehicle stability including centre of gravity, suspension, steering, axle alignment, tyres and brakes.

The stability angle (as detailed in AS2809.1) of a fully loaded vehicle should be kept as low as possible. For improved stability, consideration should be given to selecting vehicles with wider tyre tracks, stiffer suspensions, anti-roll devices, as well as electronic stability controls.

Measures such as the Static Rollover Threshold (SRT) and Load Transfer Ratio (LTR) can be used to assess vehicle stability under varying operating conditions.



A performance assessment under different load and operating scenarios is recommended to establish vehicle operating limits. The assessment should consider lane change and steady state turn manoeuvres, cross-slope operation and safe speeds under different load conditions to address on-road and off-road stability.

Instruments such as inclinometers, accelerometers and ball bank indicators should be used to aid vehicle operation within the established limits. When used in conjunction with in-vehicle monitoring systems, they provide an additional level of control by alerting the operator when exceptions or programmed operating limits are reached.

Additional information on SRT and LTR performance levels can be accessed through the PBS Scheme – The Standards and Vehicle Assessment Rules, available at the National Heavy Vehicle Regulator website: [www.nhvr.gov.au](http://www.nhvr.gov.au)

#### **5.2.6 Propulsion engine and exhaust**

The propulsion engine and exhaust systems must conform to the following requirements:

- 1) the propulsion engine must be a compression ignition engine which uses a combustible liquid as a fuel;
- 2) the propulsion engine exhaust shall discharge to the rear of the cabin and forward of the tanks, bins and process equipment;
- 3) the exhaust should discharge at a level not lower than the top of the cabin. The discharge point should be higher than any tank, bin or process equipment, and be at least 1 metre from any tank or bin opening;
- 4) any part of the propulsion engine or exhaust system which may be exposed to product spillage must be shielded in accordance with AS2809.2; and
- 5) where a low level discharge exhaust is required, a detailed risk assessment must be conducted. The exhaust must be directed away from personnel, product and equipment.

#### **5.2.7 Auxiliary engine and exhaust**

If an auxiliary motor is fitted to power the mixing units and/or the transfer equipment it must be located as close as practicable to the front of the vehicle and meet the following requirements:

- 1) Petrol, LPG and CNG engines must not be used.
- 2) Any part of the auxiliary engine and exhaust system which may be exposed to product spillage must be shielded in accordance with AS2809.2
- 3) The exhaust must be directed away from personnel, product and equipment.

#### **5.2.8 Tank and Bulk Container Requirements**

Tanks and bulk containers must be of suitable design, construction, materials and strength for the intended service. They must be strong enough to withstand the shocks and loadings normally encountered during transport including operation on mine sites in an off-road environment.



### 5.2.8.1 Tanks

Based on the definition of liquids in the ADG Code, substances classified as UN3375 may not pass the prescribed fluidity tests, and although these substances would be considered a solid by default (records of any fluidity testing must be retained), reference to the tank requirements is recommended for guidance on design.

- 1) AS2809.4 applies to toxic and corrosive liquids, however it is referenced to provide guidance on materials of construction, tank supports, and attachments, because it accommodates products with a higher specific gravity. Type 4 applies where the product specific gravity is less than or equal to 1, Type 5 applies where the product specific gravity is greater than 1.
- 2) Where segregation of product in adjoining compartments is necessary as outlined in section 7, the compartments shall be fitted with double bulkheads. The enclosed air space must be provided with openings as per clause 2.2.11 of AS2809.2.
- 3) Tanks must be provided with suitable venting devices where necessary. Any vent devices fitted must be of a design that will minimise product loss in the event of a vehicle roll over. Emergency venting must also be considered.
- 4) All valves and fittings to the tanks should be protected from being damaged in the event of an accident. Fittings to the tops of tanks containing liquids should be protected by roll over coamings which comply with clause 3.3.10 of AS 2809.4 or equivalent.
- 5) Pressure vessels must comply with the relevant requirements of AS1210.

### 5.2.8.2 Bulk Containers

- 1) For solid dangerous goods to be transported in bulk containers they should have BK1 or BK2 assigned in column 10 of the relevant entry in the dangerous goods list of the ADG Code. The term bulk container is normally associated with freight containers, however bulk containers other than freight containers can be used (e.g., skips, swap bodies and load compartments of vehicles).
- 2) Filling and discharge devices must be constructed and arranged so that it is protected from the risk of being wrenched off or damaged during transport or manufacturing operations.
- 3) Any movable sections or openings (including filling and discharge openings) must be of appropriate design and fitted with locking mechanisms that prevent unintended opening.

## 5.2.9 Electrical Requirements

### 5.2.9.1 Vehicle batteries

Batteries must:

- 1) be secured to prevent movement;
- 2) be in an accessible position; and
- 3) have a substantial, acid resistant and ventilated cover which is electrically



insulated on the side adjacent to the battery terminals

#### **5.2.9.2 Battery Isolation Switch**

A battery isolation switch must be provided to isolate the battery from all circuits and equipment, except critical instrumentation that may require a continuous electrical supply. A means of operating the switch shall be located on the driver's side and to the immediate rear of the cabin in an easily accessible position and clearly labeled to show its function and method of use.

In addition to the battery isolation switch, a vehicle rollover device (AS2809.1 - clause 2.1.11 for flammable goods in bulk) is recommended as good practice.

#### **5.2.9.3 Electrical Cabling**

Electrical cabling or wiring outside and to the rear of the cabin must be installed in conduit complying with the relevant requirements of AS2053, securely fastened and located so that it is adequately protected against:

- 1) vibration, impact, abrasion and any other mechanical damage;
- 2) thermal stress; and
- 3) exposure to raw materials or manufactured products.

#### **5.2.9.4 Electrical Circuit Protection**

Each electrical circuit, except the headlamps, starting and ignition circuit, must be protected by an appropriately rated fuse, manual reset circuit breaker or other mechanism that provides an equivalent function. For safety reasons, headlamp circuits will typically have auto reset circuit breakers.

#### **5.2.10 Rear Impact Protection**

The vehicle must be provided with a system of bumpers / barriers to protect the tank / bulk container from rear impact in accordance with AS 2809.1. Under-run protection should only be considered to the extent that it does not adversely impact on vehicle departure angles.

For vehicles operating in an off-road environment where this is not practical due to operational and site limitations, a risk assessment and engineering analysis of an alternative rear impact protection system must be included in the initial design risk assessment to ensure that an acceptable level of safety is achieved.

#### **5.2.11 Emergency Stop**

The mixing and delivery systems must be fitted with an emergency stop, appropriately labeled and easily accessible.

The emergency stop must be located within easy reach of the operator, e.g. at the control panel or at the discharge point. If the vehicle is fitted with in-cab process controls, an emergency stop must also be fitted inside the cabin.

The emergency stop must effectively stop the manufacturing process. When the emergency stop is reset, the equipment must not automatically restart.

#### **5.2.12 Elevated Work Platforms**

Where an MPU is fitted with an Elevated Work Platform (EWP), the EWP must conform to the applicable parts of AS 1418 and comply with any relevant licensing



requirements.

### 5.3 Trailer Mounted MPUs

Trailer mounted MPUs include skid-mounted processing units that are designed to be portable, i.e. taken on or off the trailer to suit operational requirements. In addition to complying with Australian Design Rules and the relevant parts of this Code, each trailer must also meet the following requirements.

- 1) Every trailer, other than a semi-trailer must:
  - a) have at least two axles and at least two wheels on each axle when standing free; and
  - b) remain stable under all conditions of loading.
- 2) Trailers must be registered and/or licensed for the carriage of dangerous goods and/or as an MPU as appropriate.

### 5.4 Modification of MPUs

The owner of an MPU must have documented change management procedures for modification and alterations to MPUs. The procedure must provide for:

- 1) assessing and managing risk associated with the modifications through the use of documented hazard review assessments;
- 2) recording modifications and updating relevant drawings;
- 3) ensuring changes continue to meet the requirements of this Code; and
- 4) ensuring that any modification or alteration does not affect the validity of an existing licence issued by the relevant authority.

### 5.5 Engineering certification

The documented MPU design risk assessment and certification of compliance with the relevant standards and requirements of this Code must be verified and signed off by an engineer who is duly qualified and authorised for such purpose.

### 5.6 Identification Plate

Every MPU must be fitted with a corrosion resistant metal plate permanently attached to the MPU in a conspicuous place readily accessible for inspection. The information on the identification plate must include:

- 1) the name of the MPU manufacturer;
- 2) the date of manufacture; and
- 3) a unique identity / serial number.



## Section 6 Mixing and Transfer Equipment

### 6.1 General Requirements

#### 6.1.1 High Friction and 'Dead Spots'

High friction and 'dead spots' which may result in overheating under confinement must be avoided.

Note: Examples of dead spots include hollow shafts, hollow rotors and sealing arrangements. Examples of friction include metal to metal fouling, over-tightened packed glands and high friction sealing arrangements. Consideration must also be given to failure modes.

#### 6.1.2 Suitability for Purpose

Pumps, augers and other transfer equipment must be:

- 1) of an appropriate design;
- 2) constructed of materials that are compatible with the product being transferred;
- 3) of a rating that is suitable for its intended application; and
- 4) designed to prevent the introduction of foreign bodies into the process. This may include the use of filters or screens on inlets or on tanks supplying raw materials for the manufacturing process.

### 6.2 Pumps

#### 6.2.1 Pump Protection Systems

All pumps used in the transfer of an ammonium nitrate emulsions, suspensions and solutions must have pump protection systems that are regularly inspected or tested and documented. The system must be capable of detecting and mitigating dead heading (sudden pressure rise) and dry operation (temperature rise) of the pump. Systems must be of the 'fail safe' type.

Examples of pump protective elements are:

- 1) thermofuse or temperature trips at the pump inlet, mid-point or outlet;
- 2) over-and-under pressure trips, near the pump outlet;
- 3) bursting discs;
- 4) drive torque limit devices;
- 5) drive speed limiting devices;
- 6) feed hopper level controls;
- 7) no flow detection; and
- 8) time out or countdown automatic shut down system.





### 6.2.2 One Way Operation

Pumps must be operated in one direction only unless an effective pump management system, e.g. pump monitors, interlocks, procedures, signs and operator training has been implemented to mitigate the potential hazards of reverse operation.

Pumps should be configured to have adequate Net Positive Suction Head (NPSH). Where possible, pumps should have the shaft sealing device on the suction side of the pump.

### 6.3 Augers

Warning signs on the dangers of moving augers and the need for eye protection should be displayed. The following wording is recommended;

‘EYE PROTECTION MUST BE WORN WHEN IN OPERATION’

‘CAUTION – AUGERS MAY MOVE WITHOUT WARNING’

#### 6.3.1 Hollow Shafts

The use of hollow shafts should be avoided where possible. If hollow shafts are used they must be set up so that:

- 1) ingress of ammonium nitrate and potential pressure build up is prevented (e.g. by the use of plastic plugs); and
- 2) inspection and cleaning of the hollow sections can take place prior to maintenance activities – particularly those involving hot work.

#### 6.3.2 Bearings

The use of self-aligning bearings or outrigger bearings at the ends of the shaft is recommended to address axial displacement and the potential to generate hot spots. Note that this may not always be feasible on longer shafts.

Bearings should always be selected and installed with a view to reducing the possibility of hot spots affecting raw materials or finished product in the event of a bearing failure.

The use of stand-off bearings is recommended as they allow product to escape if a seal fails. This provides early detection of seal failure and restricts product entering the bearing.

### 6.4 Blowers

In some MPU applications, blow loading is used to charge explosives. A rotary valve or similar device should be used to prevent the blow back of air into the ammonium nitrate. The fuel injection system should also be designed to prevent blow back.

Product delivery hoses used for blow loading must be anti-static. If a cyclone is used to direct product into the blast-holes, it should be grounded at the blast-hole and back to the MPU.



### **6.5 Product Transfer / Delivery Hoses**

Hoses used on MPUs to transfer or deliver product must be suitable for the intended application. This includes product compatibility, pumping pressures, and other operational considerations such as:

- 1) anti-wear properties for on-bench applications;
- 2) anti-stretch properties for down hole delivery in deep holes; and
- 3) anti-static properties for blow loading applications.

Hoses must be securely attached to end fittings to cope with delivery system design pressures. They must be regularly inspected for damage and replaced where necessary. Hoses should be tagged with date of supply / installation and have a unique identifying number that is captured in maintenance documentation.



## Section 7 Segregation

### 7.1 Scope

This section addresses segregation requirements for the raw materials carried in MPUs.

Although some of the raw materials carried on MPUs are deemed incompatible under the requirements of the ADG Code for transport operations, it should be noted that the MPUs are not transport vehicles as such. They are special purpose operating vehicles designed with the sole intention of using those products being carried to manufacture and deliver explosives directly into blast-holes.

### 7.2 Range of Raw Materials carried in MPUs

#### 7.2.1 UN Division 5.1 Oxidising Substances

- 1) Ammonium nitrate
- 2) Solutions of ammonium nitrate (may contain other minor ingredients)
- 3) Solutions of ammonium nitrate and other inorganic nitrates (may contain other minor ingredients)
- 4) Ammonium nitrate emulsions, suspensions and gels conforming to UN 3375
- 5) Urea/ammonium nitrate mixtures

#### 7.2.2 Combustible Liquids

Diesel fuel oil is commonly used as a process fuel on MPUs. Diesel formulations with a closed cup flash point greater than 62°C are not classified as dangerous goods (flammable liquids). They are classified as a C1 combustible liquid.

#### 7.2.3 Solid Fuels

Typical solid fuels include:

- 1) Aluminium powder
- 2) Polystyrene beads
- 3) Pulverised rubber
- 4) 'Premix' – solid fuels for watergels
- 5) Other solid fuels included in authorised explosive compositions

#### 7.2.4 Effect Materials

Effect materials may be carried in small quantities and are used to control the final properties of the manufactured explosive. Typical examples include gasser solutions, surfactants, cross-linkers and pH modifiers. Some effect materials may be classified as dangerous goods.

#### 7.2.5 ANFO Mixtures

These mixtures of ammonium nitrate and fuel oils are Class 1 Explosives. The fuel oils meet the requirements for a combustible liquid. Solid fuels may also be incorporated in the ANFO mixture.



### 7.2.6 UN Class 1 Explosives

Initiating explosives may be transported on site for use in loading operations. Local regulations may apply, and it is the responsibility of the operating entity to determine these and comply where relevant. Reference should also be made to the requirements of clause 7.3.5.

### 7.2.7 Other Raw Materials

In addition to the raw materials listed above, MPUs may also carry other materials including, but not limited to:

- 1) Bulking agents (e.g. glass or plastic micro-balloons);
- 2) Line marking paints;
- 3) Quality control equipment;
- 4) Dyes may be added to indicate optimal mixing of raw materials in the final product; and
- 5) Water may be carried for cleaning and/or processing purposes.

## 7.3 Segregation Requirements

### 7.3.1 UN Division 5.1, ANFO Mixtures and UN Class 1

UN Division 5.1, ANFO mixtures and other UN Class 1 mixtures, as detailed in Sections 7.2.1 and 7.2.5 must be carried in separate tanks or containers, or in separate compartments of the same tank. The design must be such as to prevent inadvertent mixing of the different materials.

### 7.3.2 Combustible Liquids

Combustible liquids should be carried in a separate tank to all other materials on the MPU or a separate compartment within a tank which meets the requirements of clause 5.2.8.1.

There must be no direct piping connection between the combustible liquid tank(s) and other tanks or containers on the MPU.

Note:

- (i) A combustible liquid line and a UN Division 5.1 product line may be directly connected to an inline mixer provided that adequate provision is made to prevent reverse flow in each line.
- (ii) In this context a pipe which runs from a combustible liquid tank to a mixing unit is not regarded as a direct connection if an air gap is provided at the end of the pipe and the mixing unit.

### 7.3.3 Solid Fuels

The compatibility of these products may not be an issue, however it is recommended that solid fuels which are not incorporated in the ANFO mixture or other manufactured products are carried in separate tanks or containers. 7.3.4 Effect Materials and Water



#### **7.3.4 Effect Materials and Water**

Individual effect materials and water should be carried in separate containers or tanks to prevent inadvertent mixing.

#### **7.3.5 Detonators and Other Class 1 Explosives**

These may only be carried when segregated by an approved segregation device. Segregation devices must comply with the requirements of the AEC.

#### **7.4 Modification of container or compartment contents**

Tanks and compartments on an MPU assigned to contain different materials should be dedicated to those materials and clearly labeled.

If changes to the contents of tanks and compartments are proposed, the proposal should be reviewed in accordance with the change management requirements of clause 5.4.



## Section 8 Operational Requirements

### 8.1 Operating Manual

Each MPU must have an operating manual that corresponds with the documented design risk assessment process outlined in clause 5.2.1. The operating manual should be available on the MPU or at the base location. The operating manual must cover:

- 1) the safe operation of the equipment fitted to the MPU;
- 2) procedures to manufacture explosives for that particular MPU design; and
- 3) emergency procedures for the MPU.

### 8.2 Safety Equipment

The following paragraphs set out the minimum safety equipment requirements for MPUs.

#### 8.2.1 Fire Extinguishers

Fire extinguishers must be fitted in accordance with the following table:

Application	Minimum Extinguishers Required
In cabin	One x 10 B Dry powder
MPU capacity up to 10,000kg	<i>either</i> One x 60B Dry powder <i>or</i> Two x 30B Dry powder
MPU capacity exceeding 10,000kg	<i>either</i> Two x 60B Dry powder <i>or</i> One x 80B Dry powder + One x 20B Foam

Fire extinguishers must be located so as to be readily accessible for use. Each fire extinguisher required in this section must be securely mounted in quick release brackets.

Fire extinguishers must be inspected and tested in accordance with AS 1851.1

#### 8.2.2 Safety and Personal Protective Equipment

The safety and personal protective equipment carried on an MPU must include:

- 1) eye wash kit of 250ml capacity, filled and ready for use;
- 2) one electric torch complying with AS60079.11 or recognised equivalent;
- 3) three double sided reflector signals complying with AS3790;
- 4) one pair of wheel chocks; and
- 5) chemically resistant gloves or gauntlets.

Note that it may be necessary to carry additional items of personal protective and safety equipment where it is specified in safety data sheets for the raw materials being transported and used.



### 8.2.3 First Aid Kit

It is recommended as good practice that a first aid kit is carried on the MPU in a readily accessible location.

### 8.3 Transfer Operations and Equipment

- 1) Loading of raw materials into an MPU must be done in a safe manner to prevent spillage or injury to persons.
- 2) Loading hoses and attachment devices must be maintained in a serviceable condition.
- 3) All transfer equipment, including delivery hoses, must be adequately restrained to ensure control is maintained during transfer operations and during normal transport.
- 4) The parking brake of the MPU must be applied when transferring products.
- 5) The mixing and delivery system must be designed and arranged so that the operator (from the normal operating position) can:
  - 1) Observe (directly or by suitable remote means) the explosive delivery process during operations, or
  - 2) Has adequate communication with another operator who has a suitable view.
- 6) When transferring product, the process equipment must not be left unattended.

### 8.4 Power Take Off Units

Where a power take off unit (PTO) is fitted to the vehicle for the process and pumping equipment its manner of operation should be one of the following:

- 1) For vehicles with a manual transmission and full in-cabin controls only, the PTO may be engaged at any time.
- 2) For vehicles with a manual transmission and out-of-cabin controls only, the PTO may be engaged at any time but the high idle function must not be operated until the vehicle is in neutral and the parking brake is fully applied.
- 3) For vehicles with an automatic transmission and in-cabin controls only, the PTO may be engaged at any time. Auxiliary controls may be operated while the PTO is engaged in gear, however the main mixing controls must not be operated unless the vehicle is in either the park or neutral position and the parking brake has been fully applied.
- 4) For vehicles with an automatic transmission and out-of-cabin controls only, the PTO must not be engaged unless the vehicle is in the park or neutral position and the parking brake has been fully applied.

**Note:** For vehicles with dual controls, the respective in cabin and out of cabin controls must be applied as appropriate.



## 8.5 Ullage Requirements

Ullage requirements apply to liquids only. Requirements for a large tank or compartment are specified in section 10.3 of the ADG Code.

Note that the ullage requirements will not apply to substances with a viscosity greater than 2,680 mm<sup>2</sup>/s at 20oC (10.3.1.2 ADG Code).

## 8.6 Auditing

The owner or operating entity of an MPU must have a comprehensive, documented audit program in place to ensure that:

- 1) the MPU is appropriately licensed;
- 2) the MPU is mechanically sound and can be operated safely;
- 3) drivers/operators are trained, competent and appropriately licensed;
- 4) vehicle checks are carried out at the commencement of each shift;
- 5) the MPU process equipment has been regularly calibrated;
- 6) all operational and safety equipment is effective;
- 7) the correct placarding and signage is displayed; and
- 8) the MPU continues to comply with the requirements of this Code.

MPU audits should be conducted at least annually and the results documented.

## 8.7 Training

The owner or operating entity must ensure that all MPU operators have been adequately trained and deemed competent to operate the vehicle and equipment. Written records must be kept to substantiate operator training and competency.

The unit of competency *RIIBLA203A Conduct mobile mixing of explosives* has been endorsed through the Australian National Training Framework for application in the resources and infrastructure industries. This unit covers preparing for operations; loading and mixing; transporting to delivery point; and delivery of product into blast holes.

## 8.8 Inspection and Maintenance

### 8.8.1 Pre-start / Pre-operation Checks

The owner or operating entity must ensure that a system for vehicle pre-start and / or equipment pre-operation checks is in place. This should include notification of defects and approval to operate.

### 8.8.2 Maintenance

The owner or operating entity must instigate an inspection and maintenance regime for each MPU at intervals that reflect the operating environment and manufacturer's recommendations.

Records of inspections and maintenance must be kept. The following points should be taken into consideration prior to commencing maintenance activities:





- 1) The MPU must be cleaned to a standard appropriate to the hazards of the proposed maintenance.
- 2) Each MPU owner or operating entity should have procedures that recognize the level of decontamination required prior to maintenance e.g. a greater level of cleaning is required prior to hot work being carried out on the MPU compared to cleaning requirements for changing a wheel.
- 3) A suggested matrix of relationships between cleanliness standards and work to be carried out is provided in Appendix 1.
- 4) It is recommended as good practice that contract maintenance work is based on a work permit or clearance system to ensure safety and compliance with procedures.

### **8.9 Communication Equipment**

Each MPU must be equipped with communication equipment of appropriate quality which, in an emergency, is capable of being used to communicate with the MPU's base and/or the base station of the mine or quarry on which it operates.



## Section 9 Transport Procedures

### 9.1 Scope

This section describes the requirements for operation of an MPU when in transit between loading and delivery sites. This will include transport on public roads and within mine lease boundaries.

### 9.2 Breakdowns

The operator of an MPU must have contingency plans for breakdowns. If an MPU constitutes a traffic hazard (e.g. disabled or stopped on a road) other road users must be alerted by:

- 1) the use of hazard lights;
- 2) use of vehicle parking lights where lighting is poor; and
- 3) deploying the double sided reflector signals at right angles to the direction of traffic in each of the following locations;
  - a) not less than 50 metres or more than 150 metres in front of the vehicle
  - b) not less than 50 metres or more than 150 metres behind the vehicle
  - c) beside the vehicle on the side closer to traffic.

### 9.3 Passengers

No person may ride in the cabin of an MPU carrying a placarded load apart from the following:

- 1) employees of, or other persons authorised by, the owner of the vehicle or the prime contractor; or
- 2) an authorised officer, police officer, officer of an emergency service, or person authorised to ride in the MPU by such a person.

### 9.4 Parking Requirements

When parking a placarded MPU:

- 1) the parking brake must be fully applied; and
- 2) the vehicle must not be parked in gear unless the vehicle is fitted with a device to prevent the engine from starting if the vehicle moves, and the device is engaged.

A placarded MPU must not be parked or left standing:

- 1) in a built up area with public access;
- 2) within 15 metres of any building in which there is likely to be a concentration of people (other than a building or premises where the vehicle is loaded or unloaded);
- 3) in any other place in which there is likely to be a concentration of people;
- 4) within 8 metres of another vehicle which is transporting a placard load of dangerous goods; or



- 5) within 15 metres of a naked flame or potential ignition source.

A vehicle may be left parked or standing in the circumstances mentioned above, if it is reasonably necessary to do so:

- 1) for the purpose of loading or unloading the MPU;
- 2) if the vehicle has broken down;
- 3) because of a dangerous situation;
- 4) to comply with the requirement of any law; or
- 5) if the Competent Authority or any other local, State or Territory authority responsible for regulating the use or parking of vehicles has approved the place as a place in which an MPU may be left parked or standing.

The battery isolation switch must be left open whenever the vehicle is unattended unless it is necessary to leave the vehicle lights on to prevent a traffic hazard or comply with any law. The owner or operating entity must implement appropriate safety and security procedures that address overnight parking of MPUs.

### 9.5 Selection of Routes

- 1) Routes must be selected to comply with any restrictions which have been determined by a relevant Competent Authority.
- 2) Wherever practical, heavily populated or environmentally sensitive areas, congested crossings, tunnels, narrow streets, alleys or sites where there is or may be a concentration of people, should be avoided.
- 3) Routes should be pre-planned taking into account security considerations, and checked prior to departure wherever possible.
- 4) Routes should be selected to minimise the risk of potential injury or harm to all persons, the environment, and property.

### 9.6 Customer Sites

The owner or operating entity of an MPU must conform to the transport and traffic procedures operating on the mine, quarry or construction site as applicable.

### 9.7 Emergencies

The owner or operating entity of an MPU must have an emergency plan for dealing with any dangerous situation that may arise from the operation of the MPU. This should include incident notification to the relevant Competent Authority and any other stakeholder.

The driver of an MPU involved in an accident that results in a dangerous situation must:

- 1) notify the emergency services of the incident as soon as possible;
- 2) notify the owner or operating entity; and
- 3) provide reasonable assistance to the emergency services.



The driver of the vehicle should, in a safe and practical manner:

- 1) carry out emergency procedures recommended in emergency information provided (e.g. emergency procedures guides);
- 2) carry out the local emergency plan;
- 3) prevent any other vehicles, dangerous goods or explosives from coming within the exclusion zone specified in the emergency information carried in the vehicle;
- 4) warn any person in the vicinity who may be at risk; and
- 5) prevent or minimise the escape of any product and its entry into the surrounding environment.



## Section 10 Security

### 10.1 General requirements

All MPUs carry raw materials and manufacture explosives products that would be categorised as security sensitive. Each jurisdiction has legislative requirements with corresponding obligations on stakeholders.

The owner or operating entity of an MPU must determine the applicable requirements and ensure that they have in place security plans that comply with their legislative obligations.

#### 10.1.1 UN Class 1 Loads

Table 2.2 of AEC establishes quantities that are considered as High Security Risk loads of UN Class 1 and the security requirements are set out in section 8.8 of AEC.

#### 10.1.2 UN Division 5.1 Loads

Most MPUs would be involved in the transport of UN Division 5.1 loads as raw materials (UN1942 and/or UN3375) which would fall under the definition of security sensitive products. The security requirements are similar to the requirements for Class 1 loads and are based generally on the following elements:

- 1) control measures to ensure product security for the duration of the journey;
- 2) access control procedures for checking and clearing personnel for unsupervised access to the product;
- 3) chain of custody, consignment procedures for proof of delivery and product reconciliation; and
- 4) procedures for reporting of loss, theft or any other security incident involving the product.



## Appendix 1 Suggested Decontamination Schedule

The information in the tables below provides suggested levels of decontamination prior to maintenance procedures being carried out on MPUs. It is not applicable for minor maintenance work that does not involve hot work e.g. light bulbs, tyre changes. Any procedures implemented for decontamination of equipment should be based on hazard identification and risk assessments of the various scheduled and non-scheduled maintenance tasks.

**Table 1**

Grade	Requirements
1.	<ol style="list-style-type: none"> <li>1. Bins and Tanks must be emptied</li> <li>2. Outside of equipment must be cleaned</li> <li>3. Equipment containing residual product is not opened or disconnected. Residual product may be left in hoses, augers or bins.</li> </ol>
2.	<ol style="list-style-type: none"> <li>1. Bins and Tanks must be emptied</li> <li>2. Outside of equipment must be cleaned</li> <li>3. Equipment containing residual product must be disconnected and all residues removed by flushing with water /steam.</li> </ol>
3.	<ol style="list-style-type: none"> <li>1. As per Grade 2 – with the additional requirements</li> <li>2. All equipment must be cleaned of residual material using water flush or steam.</li> <li>3. Equipment must be inspected for hidden cavities.</li> </ol>
4.	<ol style="list-style-type: none"> <li>1. As per Grade 3 – with the additional requirements</li> <li>2. Equipment must be clearly identified as being contaminant free.</li> </ol>

**Table 2**

Work to be Conducted	Location	Grade
Non hot work maintenance	On site	1
Non hot work maintenance	Off site	2
Hot work	Any location	3
Disposal of equipment	Any location	4
Shipping/transfer of equipment	Any location	4

## About the AEISG

The Australian Explosives Industry and Safety Group (AEISG) is an incorporated association of Australian explosives manufacturers and suppliers originally formed in 1994.

Since then, the AEISG membership has grown and currently includes:

- Applied Explosives Technology
- Downer EDI – Blasting Services Pty Ltd
- Dyno Nobel Asia Pacific Pty Limited
- Explosives Manufacturing Services
- Johnex Explosives
- Maxam Australia Pty Ltd
- Orica Australia Limited
- Thales Australia

The goal of AEISG is to continuously improve the level of safety and security throughout our industry in the manufacture, transport, storage, handling and use of explosives and related materials throughout Australia.

One of the strategies adopted by AEISG in this regard is to identify areas where improved standards of operation need to be consistently applied and then develop and issue appropriate codes of practice which capture industry best practice in these areas.

To keep abreast of technological advancements, industry progress and regulatory changes, AEISG Codes of Practice are subject to regular review and updated through the issue of amendments or revised editions as necessary. It is important that users ensure they are in possession of the latest edition and any amendments. References to superseded versions should be updated accordingly.

AEISG Codes of Practice are adopted by members for the benefit of their employees, their customers and the general community. They are also made available free of charge on the AEISG website, [www.aeisc.org.au](http://www.aeisc.org.au), for use by any interested parties.

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