



## Dangerous Goods Safety Bulletin No. 0110

**Date:** 15 March 2010

**Subject:** Inadequate checks at point of delivery leading to security incidents involving explosives

### Background

In two security incidents, incorrect numbers of boxes or pallets of explosives were delivered to mine sites, and inadequate reconciliation against consignment documentation resulted in a “reportable situation” as defined under section 9 of the *Dangerous Goods Safety Act 2004*.

In the first incident, six boxes of detonators were consigned for delivery to a mine site but only five boxes arrived, as identified in a subsequent stocktake. The transport company alerted all of its Western Australian depots to the missing item, which was eventually located in another location. Further investigation revealed that the company transporting the explosives was a subcontractor and unaware of security requirements.

In the second incident, a routine stock check of a mine site explosives magazine revealed that 16 cases (one pallet) of explosives were missing. The supplier was contacted and a stock check at the point of vehicle loading confirmed that the correct number of pallets was loaded as per the consignment order. The missing pallet of explosives was found on the vehicle — the driver had forgotten to unload it.

Credit should be given in both incidents to the personnel conducting the stocktake. The accuracy of the stocktake allowed the inconsistencies to be identified and appropriate action to be taken.

### Issues

- Insufficient care and attention during the reconciliation of shipments of explosives against the consignment document led to a reportable situation under section 9 of the *Dangerous Goods Safety Act 2004*.
- To comply with regulation 194(2) of the Dangerous Goods Safety (Explosives) Regulations 2007, licence holders are required to obey their explosives management plans. In these incidents, the licence holders did not comply with the following security measures identified in their plans:
  - the explosives transport licensees failed to monitor the location of an explosive at all times while it is being transported [regulation 161(5)(c)];
  - the explosives transport licensees failed to reconcile the explosives at the beginning and end of the journey [regulation 161(5)(e)];
  - the explosives storage licensees failed to reconcile the explosives received at site [regulation 161(4)(c)]; and
  - in the first incident, the prime contractor (explosives transport licensee) failed to ensure its subcontractor was trained in the requirements of the transport company explosives management plan [regulation 161(5)(a) and Schedule 10(2)(c), (d) and (e)].

### Recommendations for licensees

- Ensure that processes and procedures for consigning, handling, transporting and receiving explosives are adequate and comply with regulatory requirements.

- Provide refresher training where appropriate for persons involved in consigning, handling, transporting and receiving explosives. Due care and attention is required by *all* individuals involved in the handover of explosives, and reconciliation checks must be accurately performed.
- Ensure that explosives are not supplied to unauthorised people. Drivers should have the names of personnel authorised to receive explosives, and those individuals should produce appropriate identification and security clearances to the driver before unloading commences.
- Subcontractors are to be trained in the details of the prime contractor's explosives management plan before handling or transporting explosives on behalf of the prime contractor.



Philip Hine

DIRECTOR DANGEROUS GOODS SAFETY