# Safety Moment

*During the transport of ammunitions/explosives by road/rail/sea/air there are a number of people responsible for carrying out certain duties to ensure, and assure, that this transport is fulfilled safely and in compliance with the regulations. Whether this transport if for civil or military explosives the duties remain the same or similar, and the personnel responsible for those duties can be held accountable if they are not fulfilled satisfactory.*

*At a recent SSSG member site a delivery of explosives of various Dangerous Goods Hazard Class 1 divisions was received whereby the vehicle was placarded as 1.4, whereas it should have been 1.1. This was reported back to the consignor who undertook an investigation. The investigation identified that at least three people during the transport reviewed the documents which accompanied the load. Of those three people two should have inspected the load to confirm that the load contents matched the transport documents.*

# Root Causes

*The original consignor indicated that their error was probably down to a lapse of concentration between completing the paperwork and placarding the vehicle, and which may have days apart. The subsequent dutyholders made the assumption that the consignor had completed their duty correctly and only carried out a perfunctory check between the paperwork and the consignment. This was not helped in that the most hazardous of the class 1 divisions was not on the front page of the DG Note.*

# Possible Mitigation

*Where a multiple Hazard Division load is being consigned/transported the highest hazard explosive present should have been identified on the first page of the DG Note. Following packing of the explosives for transport all subsequent dutyholders should have assumed that an error existed until they had confirmed, through say inspection, that the consignment met the transportation safety requirements.*

# Examples from History

*No specific examples have been identified however the checks that a consignment of explosives for transport meets the relevant safety requirements are important. The assumption should be when assuring that these are met is not that the consignor has carried their duties out correctly, but that an error has been made until confirmed otherwise.*