Fire Prevention Plan (FPP)

Avonmouth Dock Wood Transfer Station

Issue and Revision Record

Revision	Date	Description of Changes
1	December 2025	New FPP

Site Plans and Supporting Documents

This document includes 2 plans relating to sensitive receptors and layout There are entitled as follows:

Avonmouth Site Plan this is labelled with the waste pile dimensions, firefighting infrastructure, access and egress points for firefighting and water availability

Key Receptor Plan this plan is labelled with the key receptors within 1km of the site and includes a windrose that shows the prevailing wind direction

This FPP refers to a Fire Fighting Bowser in order to fight fire whilst awaiting the fire rescue service to arrive at the site. The specification of this bowser is incuded at the end of this document entitled: Fire Fighting Equipment

Section 6.3.8 of this document refers to a fire break procedure whereby mobile plant can be used to reduce the waste piles to manageable sizes for firefighting purposes. This document is entitled: Fire Break Procedure

1. Report Context

1.1.1. This document has been prepared to meet the Environmental Permitting requirements in respect of Fire Prevention Plans for Environmental Permits as stipulated in Environment Agency (EA) Guidance (updated Jan 2021). The objectives of such plans are to:

- minimise the likelihood of a fire happening
- aim for a fire to be extinguished within 4 hours
- minimise the spread of fire within the site and to neighbouring sites

1.1.2. The Plan is a detailed document and management system which will allow Veolia to effectively manage site fire risk and its impact on the environment by:

- Preventing fires;
- Identifying and restricting the size and duration of fires;
- Dealing with situations that have the potential to cause fires;
- Responding effectively and appropriately to fires on site in liaison with the fire service; and
- Protecting the environment from the impact of fires; normally the environmental impact firewater run off (which is typically highly polluting).

2. Site Considerations

2.1. General Site Activities

2.1.1. The main purpose of the Facility is for the storage of processed non hazardous wood chip prior to loading directly on to a vessel to be exported for energy recovery. The site throughput will be up to 40,000 tpa. There is no treatment of waste at the site and its solely used for the storage of wood.

2.1.2. The stages of the activity include:

- Delivery of waste wood chip to site in enclosed vehicles which are weighed over the weighbridge and directed to the tipping area
- Following tipping, the accepted wood chip waste is inspected for signs of contamination and then the material is formed into waste piles within the kerbed area of the site where it will be stored until loaded directly onto a waiting vessel for export.

2.1.3. The site surfacing consists of an impermeable concrete hardstanding with a drainage system that collects surface water and directs this to foul sewer.

2.2. Main Site Areas

2.2.1. The Site consists of the following areas:

- Site entrance;
- Car parking;
- Storage area;

Waste Reception

2.2.2. Waste material is delivered via the Bristol Port, Avonmouth. Tipping occurs in the designated storage area.

Site Buildings

2.2.3. No buildings are present on site. The waste wood is weighed out of our Avonmouth wood site 2 miles away and transported directly to the dock where it will be stored in piles awaiting ship loading.

Site Parking

2.2.4. Car parking for staff and visitors is provided adjacent to the operational area

2.2.5. Mobile plant at the site is parked overnight towards the top of the site away from wood stockpiles and the dock edge. Plant on site comprises:

- 1 x loading shovels;

Site Security

2.2.6. The operational area is within the Bristol Port. This port is a private commercial port that has manned 24 hour security and has 24 hour CCTV installed.

Site Drainage

2.2.7. All water from the operational area is routed towards channel drains and is then pumped to the foul sewer. Suitable access will be provided for the maintenance and cleaning of the channels/gullies. A raised kerb of 100mm that surrounds the operational area and the fall of the site prevents any water leaving the site.

2.3. Material Storage

2.3.1. The material storage arrangements on site are detailed on the plan included in this FPP, in summary the storage areas are as follows:

- 1x Input and storage area capable of storing 1800m3 of wood chip (divided into individual piles of 150m3 with 6m separation between)
- No waste is stored for longer than 3 months and no single stockpile will exceed 4m in height.

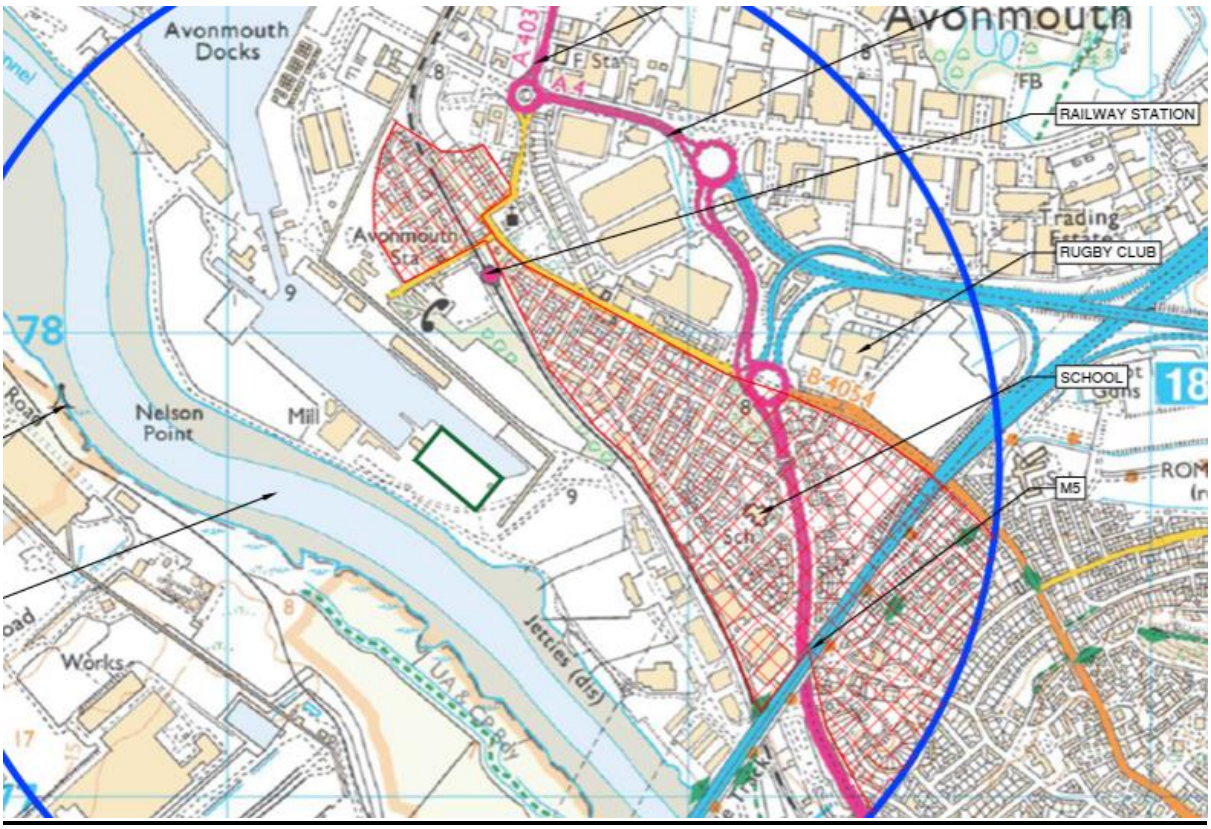
2.3.2. All waste is stored on an impermeable surface with sealed drainage.

2.4. Sensitive Receptors

Site Location

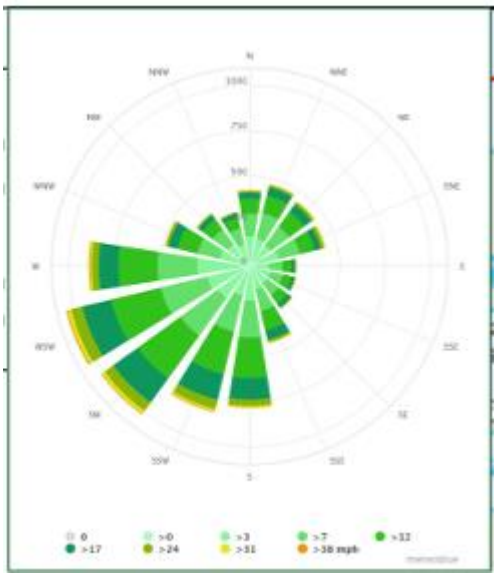
The site is located within Bristol Port on the Severn Estuary that sits to the north west of Bristol. The site is accessed via the main Port entrance on King Road, Avonmouth. (see figure 1 below).

Figure 1: Site Location



Principal Wind Direction

2.4.1. The predominant wind direction is west south-westerly. A visual representation of the meteorological data used in the assessment is shown below:



https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/avonmouth_united-kingdom_2656737

Residential Receptors

2.4.2. The nearest residential receptor is located 250m to the north east of the site on Portview Road. Other residential receptors include houses within the estate off of the main Avonmouth Road.

Community Receptors

2.4.3. Within 1km there is also a school, rugby club and public house to the east of the site. These are detailed on the receptor plan included in this FPP.

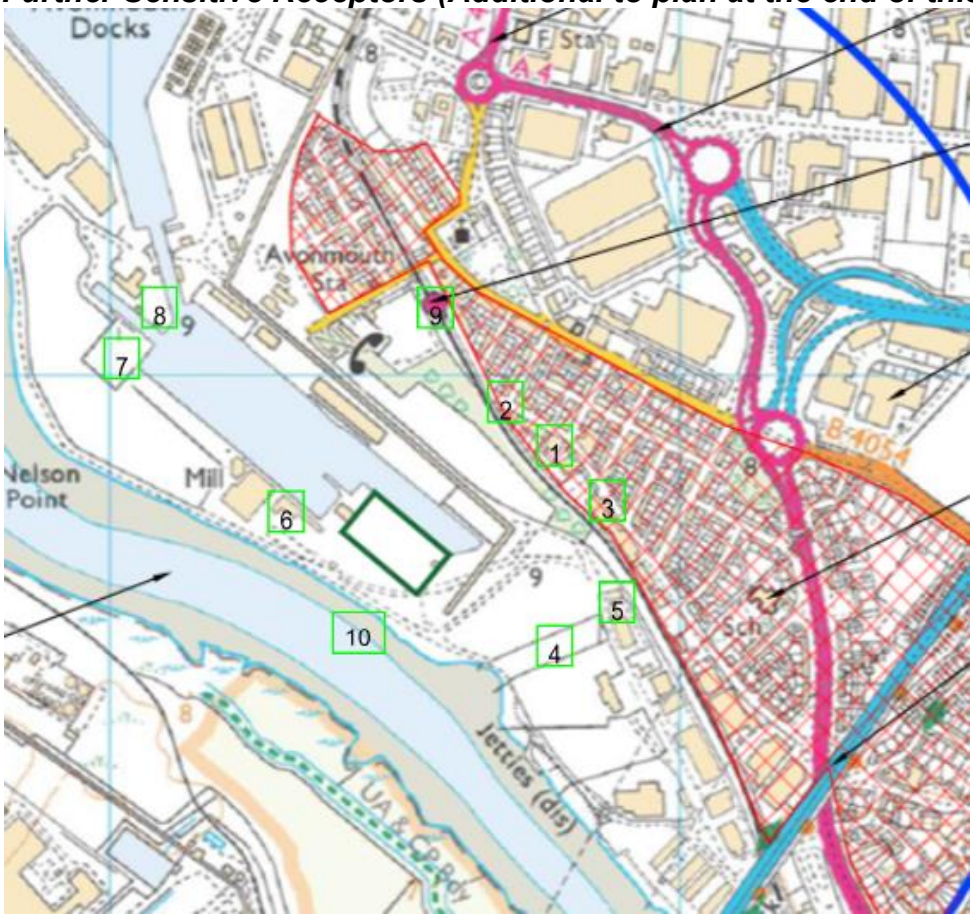
Other Workplaces

2.4.4. The Bristol Port is a busy operational commercial shipping area so the site is surrounded by commercial and industrial activities listed in the table below

Table 2.1 Sensitive Receptors

Map Key	Sensitive Receptors	Closest Receptors	Approx. Distance from Site	Direction in relation to site
1	Residential	Portview Road	257m	NE
2	Commercial	Angela's Tavern	260m	N
3	Commercial	Remedx	280m	E
4	Commercial	Molson Group	284m	SE
5	Commercial	One Scientific	338m	E
6	Commercial	ADM Milling	209m	W
7	Commercial	Tarmac Aggregates	585m	NW
8	Commercial	Remix Dry Mortar	563m	NW
9	Public	Avonmouth Train Station	400m	N
10	Environmental	Severn Estuary SSSI/RAMSAR	176m	S

Figure 1 Further Sensitive Receptors (Additional to plan at the end of this document)



2.5. Sensitive Infrastructure

Roads

2.5.1. The A4 main road and M5 motorway are 500m directly east of the site and the

Railways

2.5.2. Avonmouth train station is located 300m north of the site and the rail line 150m north east.

Power Supplies

2.5.3. There are no power supplies overhead crossing the site or within 200m.

2.6. Sensitive Habitats

2.6.1. The SSSI and RAMSAR site the Severn Estuary is located 250m south west of the site.

2.7. Surface Waters

2.7.1. There are no surface abstraction licences within 1 km of the site.

3. Fire Prevention Measures

3.1. Introduction

3.1.1. This section details the measures undertaken to minimize the risk of fire for the following common causes of fire.

3.2. Arson and Vandalism

In relation to the prevention of fire due to arson the site is located within the Bristol Port. As a port the site has very robust security in place that is manned 24/7 within security palisade fencing and 24 hour CCTV. Access to the site is only achievable via the main port security gate.

3.3. Plant and Equipment

Plant and Equipment Use

3.3.1. The site currently utilises:

- 1 x loading shovel;

3.3.2. Fire prevention measures for such equipment include:

- Equipping mobile plant with individual fire extinguishers;
- Designating storage areas for mobile plant which are away from the waste storage piles – cleaning of plant will be undertaken at the end of each shift to ensure that no wastes have been trapped under/near hot exhausts;

Daily clean down of the plant ensures no build-up of dust, small fibres and fluff;

- Regular sweeping of the operational area is undertaken during the day to ensure no build-up of small combustible materials.
- At the end of each working day the operational area will be inspected for dust build up and swept as required.

Maintenance and Inspection

3.3.3. All plant items and equipment are serviced and maintained according to manufacturer's schedules and recommendations in order to minimise the risk of breakdown. This will include:

- A significant element of planned preventative maintenance will be incorporated to ensure high performance and availability of plant;

- Descriptions, along with procedural steps and responsibilities, will be allocated and records kept, with a sign-off document for any issues encountered;
- The maintenance scheduling will make reference to any statutory requirements and manufacturer's recommendations;
- Mobile plant will be subject to a first use check on a daily basis to facilitate defect detection and reporting; and
- Defects will be logged and reported to the Veolia ES maintenance team so that repairs can be scheduled; any repairs will be completed within 24 hours, where practicable
- Plant is checked at the end of each shift for any leaking fuels/oils;
- A repair and maintenance agreement is in place with Finnings to ensure vehicles are serviced and all preventative maintenance is carried out. The Service Level Agreement in place is such that if a vehicle cannot be repaired they will provide a 'like for like' replacement within 48hours of breakdown.

3.4. Electrical Faults

3.4.1. No Electrical sources are on the site. The site is covered by the Bristol Port flood lighting network that is maintained and serviced by the Bristol Port Authority.

3.5. Discarded Smoking Materials

3.5.1. The site has a no smoking policy.

3.6. Hot Works

3.6.1. Hot work such as welding, grinding, cutting and similar activities may be undertaken at the site in relation to maintenance and repair activities. All such works will be planned and undertaken in accordance with a Hot Works Procedure which includes:

- A permit to work (PTW) system to ensure appropriate controls will be in place before, during and after any hot work;
- Ensuring that fire extinguishers are present at the point of any hot work so that they can be used immediately should a fire occur. Extinguishers will be stationed adjacent to the pathway of escape from the work area and operators undertaking hot work will be trained in the use of fire extinguishers;
- Sources of combustible material will be removed from the area where hot work is taking place before work commences and where this is not possible then such materials including mobile plant hydraulic lines will be covered by a fire blanket/screen and/or damped down with water before work commences;
- A fire watch will be present during all hot works and for 1 hour after such hot works have ceased to ensure that sparks from works are not smouldering.

3.7. Heating

3.7.1. There are no heaters present on the site.

3.8. Hot Exhausts

3.8.1. A Storage area for the mobile plant is located in the south of the site away from the waste stockpiles and checks are undertaken when the plant is parked to ensure that no wastes have been trapped under/near hot exhausts.

3.8.2. A fire watch including exhausts of plant will be carried out at a minimum of 4 intervals throughout the day as well as at the end of the working day.

3.9. Ignition Sources/Heat and Spark Prevention

3.9.1. There will be no naked flames, heaters or other sources of ignition within 6m of combustible and flammable materials and waste.

3.9.2. Hot works which may introduce such sources will be controlled as outlined in section 3.5 above.

3.10. Batteries in Vehicles

3.10.1. The site will not accept end-of-life vehicles as part of its incoming waste streams.

3.11. Leaks and Spills of Oils and Fuels

3.11.1. Fuel is not stored on site.

3.11.2. Emergency spill kits are located within the mobile plant for any leaks found during inspection.

3.12. Gas Bottles and Flammable Items

No gas bottle or other flammable materials are kept on site.

3.13. Build-up of Combustible Materials

3.13.1. In order to address the potential for fire due to build-up of loose combustible materials activities at the site will include:

- A regular maintenance and cleaning programme for all site processing machinery and site buildings to ensure that good housekeeping standards are maintained;

- Housekeeping is included as part of routine site inspections to minimise the build-up of loose/discarded combustible materials and dusts.

- The plant is checked daily for build-up of dust and fluff and is cleaned as required.

- Visual checks for dust and fluff on plant and the site in general are included in daily, weekly and monthly management system checklists

3.14. Reactions Between Wastes

3.14.1. Due to the homogenous nature of the waste accepted and the fact it has already been processed (shred and contraries removed) reactions between items of waste are not anticipated. All waste is inspected on delivery to ensure it is of a nature suitable for the permitted acceptable waste of the permit. Any waste identified as not permissible will be segregated from the incoming waste stream into the designated quarantine area.

3.15. Self-Combustion and Management of Waste Storage

3.15.1. In relation to managing the fire risk due to self-combustion, the following controls are employed:

- Waste is stored for short periods only (up to 3 months) therefore the risk of self-combustion is reduced.

- No waste is stored for longer than 3 months

- Only shred non hazardous wood is stored. The wood is delivered directly from Veolia's wood processing facility 2 miles away where it is subjected to metal and plastic extraction before quality inspection and dispatch.

- Temperature checks are carried out on the wood piles using hand held infrared cameras throughout the day.

- A Quarantine area capable of holding 50% of the largest waste pile will be clear of material at all times and is to be used only in the event of an emergency situation. The quarantine area is 6m in distance from the nearest waste pile and site weighbridge building.

- During periods of hot weather the temperature profile of the piles will be closely monitored using the handheld camera guns. The piles will be monitored at regular intervals throughout the day and should they reach above 50 degrees the frequency of checks will be increased following the trigger temperatures and subsequent actions detailed in section 5.1.3 which include turning to dissipate heat spots or damping the pile.

- All required separation distances of 6m referred to within the FPP guidance are adhered to on site at all times.

- Any hot spot detected can be isolated using mobile plant and the site firebreak procedure put in to action

4. Prevention of Fire Spreading

4.1. Separation Distances

4.1.1. All waste piles are stored 6m apart from each other to provide access for firefighting and creating fire breaks where needed.

4.1.2. As the site only holds enough waste in order to fill a ship once the site is full no further inputs will be accepted until the ship is loaded and has departed the dock.

4.2. Hot loads and non-conforming wastes

4.2.1. No hot loads will be accepted at the site, any material found to be non-conforming to the accepted input of wood waste as detailed in the description of the waste transfer note, will be reloaded onto the tipping vehicle immediately and sent for disposal at another site.

4.2.2. The nature of the incoming waste is such that hot loads are not expected (The wood has already been processed and quality checked at Veolia's wood processing site in Avonmouth). All material into the site is homogenous wood wastes.

4.2.3. If a hot load is discovered once tipped and the tipping vehicle has already left the site the load will be immediately moved to the quarantine area away from other fuel sources or dealt with directly in the input waste bay. The waste will be hosed down if safe to do so or the fire service called and the area cleared of other wastes and fuel sources using the mobile plant.

4.2.4. Only Veolia internal processed wood movements will be accepted at the site.

4.3. Quarantine Area

4.3.1. A quarantine area is located in the east of the site for the use of aiding firefighting only. Non-conforming wastes will not be tipped here; instead they will be reloaded on the vehicle that brought them to the site prior to despatch to another for disposal.

4.3.2. The Quarantine area is capable of holding 50% of the largest waste pile (150m3) up to 4m in height as required by the FPP guidance so is considered more than enough for aiding firefighting and moving burning/unburnt material on the site as directed by the fire service

5. Fire Detection, Suppression and Fighting

5.1. Fire Detection Arrangements

5.1.1. Arrangements for fire detection at the site include:

- Regular inspection of plant through the working day to ensure no build-up of dusty material;
- Visual inspection of input material, and piles throughout the day;
- Clean down of mobile plant to remove dust and fluff at the end of each working day or sooner if the build-up is detected during the site walk around;
- Fire watch of all waste piles and plant at a minimum of 4 intervals throughout the day and at the end of each working day following plant clean down;
- 24 hour security patrols take place at the site along with 24 hour CCTV which is manned out of operational hours and a reporting process in place for contacting the site manager should unauthorised access or fire be detected.

5.1.2. Temperature checks are carried out on the wood piles using handheld infrared camera guns. Any noticeable increase in temperature will be reported to the site manager and preventive action taken. The key trigger temperatures will be set as follows:

Ambient Temperatures up to 50ºC – Normal operation

Warning Temperature > 60ºC – Monitor temperature trend over the following hour and if rising above 50^{O}C attend site and investigate and move waste pile using loading shovels

Action temperature >75ºC – Notify Fire Service and attend site immediately and put fire break procedure in place.

5.2. Suppression System

5.2.1. There are no suppression systems at the facility as no waste is stored within a building. All waste is stored externally.

5.3. Firefighting

5.3.1. Fire extinguishers are provided in site mobile plant.

5.3.2. A fire bowser is kept on site for the purposes of fire fighting and can be moved around to any area requiring fire fighting. This in conjunction with the fire break

procedure ensures that any fire can be safely managed until the fire service arrives on site.

5.3.3. Staff will be trained in the use of such equipment; all extinguishers will be checked as part of the site inspection programme and will be subject to an annual maintenance inspection by Chub or similar competent contract company. However, it is not the policy for Veolia to put its members of staff in danger in order to fight a fire and the extinguishers are only to be used for small isolated fires or in order to aid escape. Veolia will take guidance from the fire service when on site and assist in any way that is safe to do so.

5.3.4. There is a high pressure hydrant network present within the port that can be used throughout the port network for fire fighting. The site benefits from hydrant connection points along its northern boundary on the dockside. A fire break procedure is included with this FPP. The staff are well practised at the creation of fire breaks and can cut a pile down to its smallest size possible within 30 minutes. A loading shovel can move 20 tonnes of material per 10 minutes, Staff will use the plant to isolate the fire in its smallest possible form until the fire service arrives.

5.3.5. The out of hours staff on call in the event of a fire are all trained in the use of the mobile plant. The Port is manned 24 hours a day and once an alarm is raised members of staff can be onsite within with further support from a duty manager within 40 minutes.

5.3.6. The storage area of the site has a 100mm kerbed bund surrounding it which is capable of holding 540lt of fire water. The firefighting strategy allows the fire service to connect directly to the hydrant network as required. Any fire water not absorbed by the wood windrows will be kept within the kerbed bund and foul drainage network that is fitted with a penstock valve to hold water within it.

5.3.7. The FPP guidance states a water supply of at least 2,000lt per minute for a minimum of 3 hours for a 300 cubic metre waste pile. The largest waste pile on this site will be 150m^3. The site intends to implement a fire break procedure in order to reduce the volume of the pile size and the subsequent volume of water required. In the event of a fire the fire break procedure will be implemented in order to reduce the volume of water needed to fight the fire. On the detection of a hotspot or fire any pile stored on the site can be reduced to 50m^3 within 30 minutes. Veolia also operates a fleet of tanker vehicles, some of which are based in Avonmouth, that can be directed to site to deal with any excess water should the bund start to fill.

6. Water Management

6.1. Water Supplies

6.1.1. There is a dedicated hydrant network surrounding the whole of the Bristol Port.

6.1.2. There will be a full 2,000lt fire fighting bowser available on site at all times in order to allow for site staff to start tackling any fire prior to the fire service arriving.

6.2. Firewater Management

6.2.1. Firewater will be contained within the storage area of the site that has a 100mm kerbed bund surrounding it which is capable of holding 540m3 of water. The firefighting strategy allows the fire service to connect directly to the hydrant network as required. Any fire water not absorbed by the wood windrows will be kept within the kerbed bund and foul drainage network that is fitted with a penstock valve to hold water within it.

6.2.2. In using the fire break method proposed above the site can minimise the water used for a fire. By using the plant to isolate material the firefighting process will use as little water as is reasonably possible. In the event of using water to tackle a fire the site is a single sealed slab with self-contained drainage.

6.2.3. The site is constructed of an impermeable concrete base with a 100mm raised kerb surrounding and drainage gullies that all fall toward the pumping station and sewer. The material onsite is very absorbent by nature and will act as a sponge retaining a lot of water before becoming saturated.

6.2.4. All fire water will be tested and removed to an offsite treatment facility as appropriate.

7. Contingency Measures

7.1. Access for Emergency Services

7.1.1. Vehicle access is via the main Port site entrance and provided to all areas of the site

7.2. Emergency Management

Emergency Notification

7.2.1. The Shift Supervisor (or nominated deputy in their absence) will be responsible for notifying an emergency and acting as the Incident Controller. The Operator will adopt the following outline emergency notification procedure:

a) Raise the alarm;

b) Use the Emergency Contact List to notify:

- Emergency services;
- Key Veolia ES staff;
- Community key contacts; and
- Environment Agency

c) Keep key contacts informed of the progress of the incident;

d) Maintain emergency status until advised by the emergency services that the incident is resolved; and

e) Once resolved a 'closing report' is issued to key contacts.

Emergency Plan

7.2.2. An emergency management plan has been developed which details the emergency response actions along with relevant contact numbers.

7.2.3. The emergency plan will be maintained within the site overall management plan and adequate stocks of suitable equipment retained at the Facility. Procedures will be present for managing all reasonably foreseeable incidents, including:

- Fire;
- Material spillage; and
- Personal injury.

7.2.4. In the event of an accident or incident taking place, site personnel will implement the actions detailed in the site emergency procedures.

Community Key Contacts

7.2.5. As indicated in 7.2.1 the emergency coordinator will contact the key community receptors in the event of a fire as soon as possible after contacting the fire service, EA and key Veolia staff. The key receptors and contact method are listed in the table below

Following an incident a member of staff will again notify the key contacts the fire has been extinguished.

Key receptor	Contact	Method of contact
Residents of Avonmouth estate	Staff member to visit houses closest to the site off the Avonmouth Road	Physical visit
Community Receptors	School, rugby club, public house	Physical visit
Major Roads	M5 and A4 contact Highways Agency	telephone

Other Workplaces	Contact Bristol Port Authority	telephone

Ongoing Validity of Plan

7.2.6. The integrated Veolia Management System (VMS) includes procedures for checking the continued validity of site emergency plans and associated contingency arrangements.

7.2.7. The effectiveness of the site controls are reviewed at least annually, during the audit process, but are also verified during the accident/incident investigation to ensure that the site system remains effective.

Staff Training

7.2.8. The Emergency Plan will be implemented so that all staff is aware of, trained in and conversant with, the following:-

- Identifying a potential Emergency;
- Knowing what to do in the case of an incident;
- Planning for evacuation and safe re-entry;
- Knowing who to contact in the event of an Emergency;
- Locating plans for Emergency equipment;
- Identifying and initiating operational contingency arrangements;
- The procedure to close or isolate part or all of the facility;
- Obtaining emergency help for casualties including first aid arrangements;
- Procedures for the notification, documentation, and assessment of response to Emergencies and mishaps; and
- A programme of inspection, maintenance and upgrading of emergency equipment, and personnel training.

Fire Drills

The FPP will be tested on an annual basis consisting of a full scale fire drill including response times. The drill will cover all aspects of the fire prevention and firefighting techniques described in this document.

Records of the drill will be maintained and any actions or improvements identified by the drill will be incorporated into the FPP and the new revision sent to the EA for approval.

7.3. Contingency Arrangements

7.3.1. In the event of a fire at the site all incoming wastes will be stopped from the Veolia Avonmouth wood processing site.

7.3.2. Following a fire all burnt material will be removed from site and disposed at a suitably permitted landfill or incinerator operated by Veolia or a third party. The site will be fully cleaned and slab integrity inspected. Prior to operations recommencing the operator will contact the Environment Agency to agree the site is suitable for operations to recommence.

7.4. Reporting and Review

Incident Reporting

7.4.1. Details of all accidents, incidents and emergencies will be recorded in the site diary in line with BMS non-compliance reporting procedures.

7.4.2. All emergency incidents involving fire, explosion or material release (fume/spillage) will be reported to the Environment Agency as soon as practicably possible. A written report detailing the nature of the incident, causes and remedial action will be sent to the Environment Agency in line with the Environmental Permit reporting requirements.

Emergency Plan Review

7.4.3. The effectiveness of the site controls will be reviewed at least annually during the audit process. However these will be also verified during any accident/incident investigation in order to ensure that the site system remains effective.

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Fire Fighting Water Bowsers

Categories: **Dust Suppression, Water Bowsers** Tag: **100+ Litre Capacity**

FIRE AND RESCUE VEHICLES

There are many forms of fire fighting vehicles in service with fire and rescue services across the world. Although fire fighters mainly use water tankers fitted to a lorry or fire engines in which hold combinations of equipment and smaller water tanks. There is often the requirement for the option of a water bowser on a trailer. A trailer water bowser is ideal for reaching locations in which a large fire engine / tankers may not be able to reach. Another great use of a fire fighting water bowser is to have it on site at events or in large manufacturing facilities to tackle fires immediately without the expensive cost of owning a fire engine.

Fire engines on average have a water tank that has the capacity between 1000 litres to 3000 litres and in some cases fire engines may be fitted with a water tank as small as 450 litres. The water tanks are usually in these medium sized capacity's to save weight on a fire engine in order to maintain the lorries road handling ability's. To keep the flow of water to fight an ongoing fire the fire engines water pump will then be connected to a fire hydrant or suck water from a near by lake or in some cases a swimming pool.

Fire fighting water bowsers have a choice of capacity's including – 500 litres, 1125 litres and 2000 litres. These sizes of water tanks are ideal for fast delivery of essential water for tackling fires and reaching locations a large fire engine / tanker would not be able to. The operation of a fire fighting water bowser would be supply of water from the tank to a fire fighting water pump and when the water tank has run out the pump can then be changed to suck water from a near by lake, swimming pool or fire hydrant.

Avonmouth Dock - Fire prevention plan Fire break procedure

In the event of a hot spot being reported in the windrow follow the steps as below:

1. Assess the location of the hot spot and surrounding material.
2. Report to Area Site Manager the details being carried out
3. Area site Manager or deputy will report the fire to the emergency service in the first instance and then follow the Veolia emergency plan.
4. One loading shovel is to start moving material from the storage piles or bays to the fire break material storage area
5. The second loading shovel to assist as required
6. All material will be formed into a pile 6m away from the existing piles
7. This process has been assessed and allocated a period of 10 minutes. All loading shovel drivers are experienced drivers who can drive at a swift safe speed. Each loading shovel can move 20 tonnes per 10 minutes (1x shovels can move 60 tonnes within 30 minutes in order to create the fire break)
8. Care must be taken when approaching the hot spot. The Operator should not approach the hot spot if the flames are assessed as being too dangerous to work in close proximity.
9. If a fire is detected at the front of a bay area the shovel will be used to drag the burning material away from any unburnt material behind it. Once isolated the burning material can moved under direction of the fire service the quarantine area for further dousing.
10. This procedure will be reviewed annually or as required following any incident.

EVACUATION PROCEDURE

The aim of this procedure is to ensure the staff at the Avonmouth Wood Site understand what their duties are when an evacuation is required. The procedure explains what is expected from them when there is an evacuation whether the management team is present or not.

This evacuation procedure shall only apply to the Avonmouth Dock site

INSTANCES FOR EVACUATION

- Staff Related Incidents
- Fires
- Explosive Devices
- Environmental Incidents
- Accidents
- Escape of Gases or Waste Substances Hazardous to Health in the Waste Stream

ROLES

EMERGENCY CO-ORDINATOR

- Senior member of staff on site is to act as an emergency co-ordinator and is responsible for liaising with the relevant emergency services
- Ensure that a roll call is being conducted
- Liaise with the roll call officer to ensure that all staff and visitors are accounted for via radio
- Telephone the emergency services if required
- Return to muster point if the emergency services have been called and provide all necessary information that is requested
- Phone the line manager to report the incident
- Only re-enter the site when instructed to do so by the emergency services staff

Roll Call Officer

- Supervisor/Fire Marshall to act as roll call officer and to ensure that all staff are out of the site and accounted for at the muster point by conducting a roll call
- The staff attendance sheet and contact port office for visitors book.
- Liaise with Veolia wood processing site to stop any further vehicles down to site and to keep one lane of traffic clear for emergency services.
- Liaise with Port Authority to evacuate themselves and third party drivers if it safe to do so (Depending on where fire or other emergency is located)
- Liaise with the plant operators to make sure all third party drivers have evacuated to the muster point
- Ensure that all contractors (if on site) have evacuated to the muster point

Plant operators

- Do not return specifically to remove the vehicles and do not drive them around to the muster point, please leave the keys in the ignition, turn off the engine and apply the handbrake
- All tipping drivers are to evacuate the site as soon as possible and report to the muster point by the safest route

Site Operatives/ Staff

- To evacuate the site by the nearest emergency exit in a safe and orderly manner.
- Inform other staff members in the vicinity if required due to their possible hearing impairment
- Go straight to the muster point, do not collect any belongings from the canteen/locker room

DO NOT RETURN INTO THE SITE UNTIL YOU HAVE BEEN INFORMED THAT IT IS SAFE TO, BY THE EMERGENCY SERVICES