



**OPERATIONAL SAFETY INSTRUCTION**

Version A Issued 13/04/2023

Electric Vehicle Operations - Hazards

Issued By Airside Operations Co-ordinator Ref BRS-OSI-DVO-013

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

**1. INTRODUCTION**

This instruction is to advise airside operators of the hazards associated with electric and hybrid vehicles (EHVs) and to provide guidance to operators in the event of a potential vehicle fire. This OSI should be adopted in addition to specific company requirements. EHVs must be operated airside in accordance with requirements within all existing Driving and Vehicle OSIs.

**2. ELECTRIC VEHICLE (POTENTIAL) FIRE – SUGGESTED ACTIONS**

**2.1. Actions for airside operators whilst inside an EHV, when the vehicle is thought to be smouldering or on fire:**

- Stop in an open area away from all aircraft, equipment (including other vehicles) and assets (charging equipment, and infrastructure). As a rule, vehicles should aim to be at least 10m from any such apparatus or infrastructure.
- Make vehicle safe by applying the handbrake, switching off ignition and removing the keys.
- Vacate all persons from the vehicle and contact the Control Centre Emergency Line (01275 473400) and provide the following information to the Control Centre Operator:
  - Details of the potential fire, location (stand or proximity to nearest infrastructure)
  - Type of vehicle/equipment
  - Any suspected injuries
  - Number of persons involved.
- The Control Centre shall alert the RFFS (Rescue and Fire Fighting Service) for onsite assistance.
- The Control Centre shall Contact Airside Operations to advise them and request immediate support for any impact to surrounding operational activities.
- Clear the immediate surrounding area of any persons.
- If the fire can be seen, operators may use their judgement to assess the scale of the fire and use the appropriate extinguisher provided within the EHV to try put out the fire, whilst awaiting arrival of the RFFS. If in doubt wait for RFFS.

**2.2. Actions for witnessing a vehicle fire:**

- Contact the Control Centre Emergency Line (01275 473400) and provide the following information to the Control Centre Operator: Details of the potential fire, location (stand or proximity to nearest infrastructure);
  - Type of vehicle/equipment,
  - Any suspected injuries
  - Number of persons involved.
- The Control Centre shall alert the RFFS (Rescue and Fire Fighting Service) for onsite assistance.
- The Control Centre shall contact Airside Operations and request immediate support for any impact to surrounding operational activities.
- Clear the immediate surrounding area of any persons.

NB Airside Operations shall complete incident investigations in the event of either scenario above, in line with requirements within BRS-OSI-SMS-002 Airside Incident and Near Miss Reporting.

### 3. OTHER HAZARDS ASSOCIATED WITH EHV'S

With the growth in environmental awareness and requirements to reduce emissions, the use of EHV is increasing. Persons working with these vehicles in an airside environment should be aware of additional hazards, specific to these vehicles, that they may be exposed to.

#### 3.1. General Operational Hazards Associated with EHV

- Airside drivers who operate these vehicles airside should be aware that others may not hear it approaching them, particularly when others are wearing hearing protection.
- Avoid towing EHV's unless prior permission has been obtained from Motor Transport. Dangerous voltages can be generated by movement of the drive wheels.
- During routine maintenance, unless a specific task requires the vehicle to be energised, always isolate or disconnect the high voltage battery in accordance with manufacturer's instructions.

#### 3.2. Precautions when EHV requires vehicle recovery

- During any recovery onto a recovery vehicle, the remote operation key should be removed to a suitable distance and the standard 12/24v battery disconnected to prevent the vehicle from being activated/started.

### 4. GENERAL ENQUIRIES

All information and further guidance can be found on the HSE Website.

[www.hse.gov.uk/mvr/topics/electric-hybrid.htm](http://www.hse.gov.uk/mvr/topics/electric-hybrid.htm)

Any enquiries should be addressed to [RFFSFireSafety@bristolairport.com](mailto:RFFSFireSafety@bristolairport.com) or MT for any maintenance related issues [motortransport@bristolairport.com](mailto:motortransport@bristolairport.com)